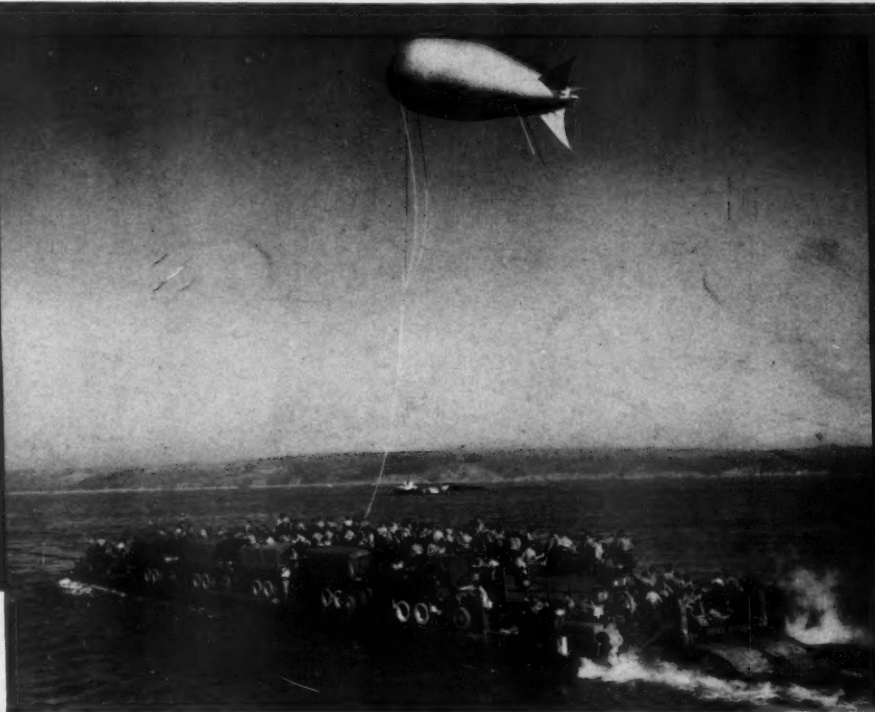


DEC 1 1940

ATLANTIC FISHERMAN

NOVEMBER, 1944



Official U.S. Navy photo

All LANDING CRAFT *must* have ROPE

Rope is an implement of war. The ever-increasing wartime fleets carry more than a normal store of lines . . . and miles of rope must go ashore with all invasion troops.

Rope is on the sea . . . on the land . . . and in the air. The Barrage Balloon over the heavily-loaded "Rhino Ferry" is harnessed with rope.

All hands at Columbian Rope share in the momentous task of supplying rope to the demands of war.

COLUMBIAN ROPE COMPANY
Auburn, "The Cordage City," N. Y.



COLUMBIAN *Rope*

Boston Office and Warehouse

38 Commercial Wharf

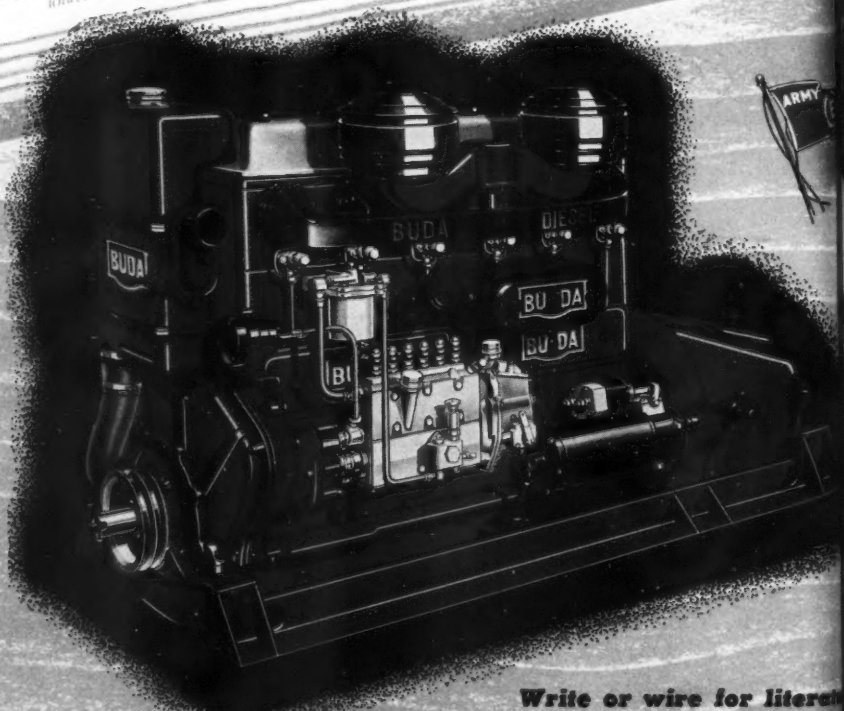
Power...

precedes progress



Vikings sight North America in 1000 A.D.,
under sail and man power

Crews that ventured upon the high Seas in the long ago did so with the full knowledge of the ship's inadequate power supply and trusted to luck for a safe return. Today, fishboats — workboats — towboats can be equipped with the finest, most efficient, economical marine power ever developed by installing BUDA marine Diesels for smooth, reliable power.



Write or wire for literature



BUDA

15440 Commercial Ave.
HARVEY (Chicago Suburb) ILLINOIS



Millions Since 1864

PFLUEGER
(PRONOUNCED "FLEW-GER")
Fish Hooks

PFLUEGER Fish Hook experience dates back to the reconstruction period following the Civil War. Millions of Pflueger Hooks have been made since 1864—millions of tons of fish have been brought up from the sea with their dependable construction.

When you buy fish hooks, remember the long experience back of the name "PFLUEGER." Pflueger Hooks are made of the right steel. They hold their shape. Their points stay sharp; their finish fights off rust and corrosion. Their long life saves money in replacements, and saves time and work on busy trips. If your supplier does not have PFLUEGER Hooks, write us for the name of someone who can supply you.

PFLUEGER
A GREAT NAME IN
TACKLE

THE ENTERPRISE MFG. CO., AKRON, OHIO
80 Years Manufacturing Fish Hooks

The job they've done for fighting . . .
they'll do for FISHERMEN . . .



WORK BOAT OWNERS

Look at any newspaper or newsreel picture showing small boats in battle zones where our troops fight. Chances are, Chrysler Marine Engines power a good many of those boats. The Army and Navy depend on Chrysler ruggedness.

You can get the same satisfaction—because now you can get the New Chrysler Marine Engines for *your* boats, under certain conditions. Any Chrysler Marine Engine dealer will help you find out about securing the necessary priorities.

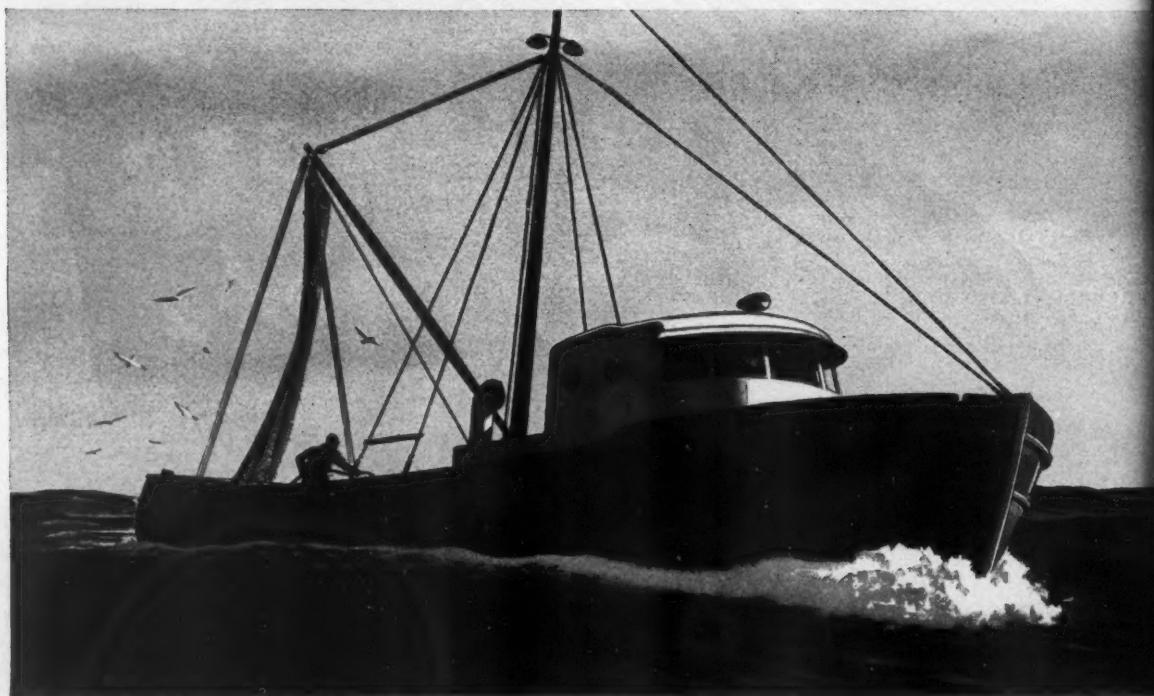
All 5 types—80 to 256 maximum brake horsepower—

of Chrysler Marine Engines are completely Chrysler made in one plant. All have outstanding Chrysler superiorities.

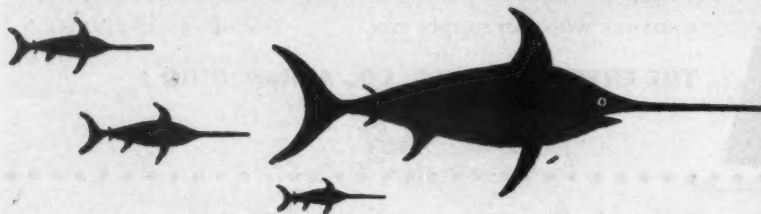
All have *Superfinished* parts. Only Chrysler offers you Superfinish. Superfinish is a unique Chrysler development that makes bearing surfaces mirror-smooth—so unbelievably smooth that friction on moving parts is cut down to an almost irreducible minimum. Result: astonishingly longer life and improved performance.

Send for full information and Free Catalog. Chrysler Marine Engine Division, 12200 E. Jefferson Ave., Detroit, Mich.

NEW CHRYSLER MARINE ENGINES



ACE • CROWN • ROYAL • TWIN ROYAL • DIESEL • ALSO CHRYSLER "SEA MULE"



■ ON ALL the United Nations' fighting fronts today the Chrysler owned "Sea Mule" is pushing material ship-to-shore. This fighting craft is built around the sturdy 8-cylinder Chrysler Royal Marine Engine. It takes the place of a . . . is very cheap to build, more maneuverable and virtually unsinkable.



RS

Chrysler
Chrysler

er offen
er devel
smooth-
g parts
Result
mance.

er Marin
bit, Mich

IES

ons' fig
ler on
hing
this fig
e struc
l Mar
of a
more
sink



silenced

by

MAXIM



THE MAXIM SILENCER COMPANY . . HARTFORD, CONN.



WAR-PROVED ACCESSORIES



THE "MULTI-PURPOSE" PUMP WITH A RECORD

Tens of thousands of Marine Products Centrifugal pumps have piled up an enviable record of dependable performance in world wide service . . . out misplaced ocean . . . ously and in volume has considered impossible for of anywhere near comparable size and cost . . . bringing "beach busters" through fire and surf to safe land far-flung shores . . . men and materials from destruction.

Marine Products Pumps also earned the preference of fishermen and other marine operators.



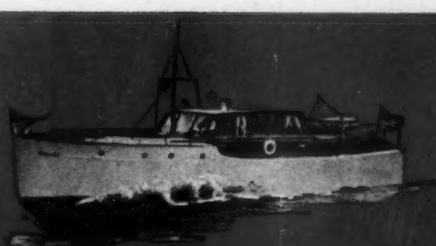
Mass production of Marine Products Pumps assures uniformity in design and construction, perfect interchangeability of parts, highest operating efficiency and maximum value to the purchaser.

KEEP 'EM FLOATING

Today Marine Products Pumps are keeping more boats than any other type or make of pump in marine service.

More than a bilge pump, these powerful "water tools" serve many purposes on all sorts of boats . . . supplying water for washing down decks, flushing out holds, supplying water for boosting circulating water, for dozens of pumping needs in navy, commercial and pleasure craft of every description.

Available in many sizes and capacities from 40 to 400 gallons per minute . . . pulley, engine or electric motor drive types for varying water pumping installations.



PEACETIME CRAFT

MARINE ENGINEERED EQUIPMENT THAT RATES A PLACE IN ANY BOAT

Builders and owners of America's finest boats and engines can specify Marine Products Pumps and other marine engineered accessories in full confidence of getting the best and most dependable equipment obtainable.

Rating a popular place in improved accessories for fastwar boats are the clutch and throttle controls developed by Marine Products engineers for utmost strength, ease of shifting, positive locking and installability. This equipment will prove a revelation in simplified boat handling when available for pleasure craft.

Consult your naval architect, boat builder, engine manufacturer and marine supply dealer regarding Marine Products accessories for your peacetime boat and now available for essential craft. Or write for descriptive literature.



MARINE PRODUCTS CO.

336 Charlevoix Ave. Detroit 7, Mich.



MARINE ENGINEERED EQUIPMENT



SUPERIOR DIESEL

a thrifty engine
whose performance
has been proved
under the most
rugged fishing
conditions



Superior

DIESELS • STATIONARY, 31 to 1325 H. P.

MARINE, 28 to 1325 H. P. • GENERATOR SETS, 12½ to 905 kw.

SUPERIOR ENGINES

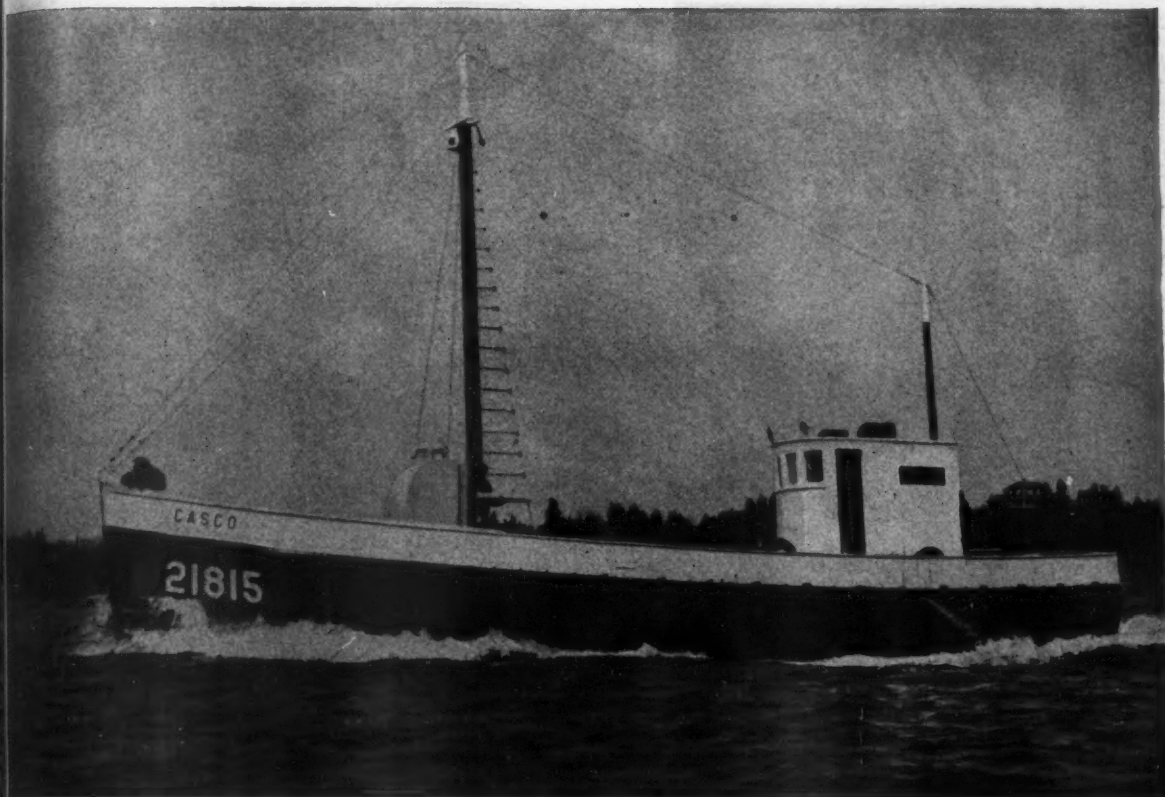
Division of The National Supply Co.

Executive Offices: Pittsburgh, Pa.

General Sales Office: Springfield, Ohio

Sales Offices: Ames, Iowa; Boston, Mass.; Chicago, Ill.; Detroit, Mich.; Fort Worth, Texas; Houston, Texas; Huntington, W. Va.; Jacksonville, Fla.; Los Angeles, Calif.; Philadelphia, Pa.; New York, N. Y.; St. Louis, Mo.; Seattle, Wash.; Tulsa, Okla.; Washington, D. C.

Canadian Distributors: The General Supply Co., Ltd., Ottawa, Montreal, Toronto.



Meet the new "CASCO" She's going strong at 79 years old!

JUST three years after the famous naval battle between the Merrimac and the Monitor, the "Casco" was put in service as an oyster dragger in Long Island waters. That was back in 1865. She spent her last 20 years as a water boat in Portland Harbor.

Today, powered with a 165-horsepower Gray Diesel, and a cruising speed of 9.75 knots, the "Casco" is very much back in service.

The "Casco" is a good example of the kind of work we are equipped to do. But it doesn't tell the whole story. We can take a boat — commercial or private, wood or steel — from the blueprint to fitting-out dock. The answer is: we've got the right men for the job and the right equipment! If this is the kind of yard you're looking for, let's get together.

Buy —
and keep —
more War Bonds!



FRANK L. SAMPLE, JR., Inc.

★ *Shipbuilders* ★
BOOTHBAY HARBOR, MAINE



Complete Modern Facilities for Designing, Building, Storing and Reconditioning Yachts and Commercial Vessels up to 200 feet.
Members of: Maine Boatbuilders & Repairers Assn., and Atlantic Coast Boat Builders & Repairers Assn., Inc.

Mucin

FOR FISH...



Nature provides fish with a protective body coating, called "Mucin." This slippery substance, created by cells in the skin, enables fish literally to slide through the water. It also protects fish against bacteria, fungus and absorption of salt from water. Science has perfected a protective plastic coating for fishing boats and other vessels, called AMERCOAT. Applied as a lining for combination fish and fuel tanks and live bait wells,

AMERCOAT effectively protects the fish from contamination and the steel tanks from corrosion.

Applied on ship bottoms, boottopping strips, decks, loading and unloading machinery, AMERCOAT, like "Mucin," provides a protective skin against the abrasive action and corrosive attack of salt water.

Applied on floors, walls, washroom equipment, galleys and urinals, AMERCOAT controls corrosion

Amercoat

FOR FISHING BOATS

from the salty atmosphere, providing an easily cleaned, sanitary finish.

AMERCOAT is cold applied by spray or brush quickly and easily... It is odorless, tasteless, chemically inert and prevents contamination of aviation and regular gasoline, diesel fuel oil, foods and drinking water. Write today for illustrated booklet.

"A NAME EVERY MARINE MAN SHOULD KNOW"



AMERCOAT DIVISION
AMERICAN PIPE AND CONSTRUCTION CO.
 P.O. Box 3428, Terminal Annex, Los Angeles 54, California

YOUR ASSURANCE OF 100% RESULTS

Your letter explaining your particular problem will receive the attention of our technical staff. Amercoat will be recommended for you only after thorough analysis or past experience definitely proves its practical value. Descriptive booklet sent on request.

MANY INDUSTRIES USE AMERCOAT PROTECTION.

such as:	BOTTLING	CHEMICAL	SHIPBUILDING
MARINE	HOSPITAL	DISTILLING	PHOTOGRAPHIC
FOOD	FISHING	CONCRETE	PETROLEUM
SOAP	MINING	CANNING	CONSTRUCTION
WINE	LAUNDRY	AVIATION	TRANSPORTATION
DAIRY	BREWING	BEVERAGE	SEWAGE DISPOSAL

The Sounding-Lead

Radio Telephone Use Permitted

THE Secretary of the Navy has authorized the use of radio telephone equipment by fishing vessels to permit the exchange between ship and shore of information and instructions needed to schedule landings so that boat arrivals can be spread more evenly through the week. Smoothing out the landings will make it possible to handle fish more expeditiously and to provide more regular work in the shore plants.

Commercial use will be limited to shore-to-ship and ship-to-shore transmissions; masters of fishing vessels may call their agents or owners through regular established coastal telephone facilities to report the catch on board and the distance in steaming hours from the home port. Owners and agents on shore may originate calls to their vessels for the purpose of instructing them where and when to make port. Radio transmissions from ship to ship will not be authorized.

Surplus Engines Available

THE U. S. Maritime Commission, Surplus Property Section, Washington 25, D. C., has 178 new marine engines for sale, including 60 Diesel engines, 114 gasoline engines and four sets of main propulsion and auxiliary equipment.

All of the engines are available for prompt delivery to purchasers; many are crated for either export or domestic shipment. To be sold "as is", F. O. B. point of storage, the engines may be inspected in storage.

Prospective purchasers of Diesel engines must present an approved War Production Board form 1319. Those desiring to purchase gasoline engines must submit supporting papers showing that the engines will be used in proper channels, such as by commercial fishermen, dealers, distributors, manufacturers or legitimate boat building companies.

Committee Asks Ceiling Suspension

THE Fish Industry Advisory Committee has submitted a formal resolution to OPA, asking that ceilings on fresh and frozen fish be suspended. The committee members almost unanimously believe that with ceilings suspended, prices will drop and frozen fish will move from storage.

The first two price ceilings to be suspended will probably be those on fresh fish and produce. It is reported these will not be lifted until spring. OPA's approach probably will be a suspension of ceilings for a 30-day or 60-day period. This technique will have two advantages. First, any ceiling suspended could be reinstated simply and easily by OPA if prices got out of line. Second, it would not require the endless conferences between OPA and WFA that are necessary when new ceilings are fixed. Furthermore, once the "suspension" period was over, the regulation would automatically go back into effect, unless OPA were to take some further positive action such as revoking the ceiling entirely.

Fish Production Increasing

BECAUSE landings of Pacific sardines took a sharp upward turn during October, the prospect that total production of all U. S. fishery products will exceed the 1943 catch is now excellent. Previous surveys of production in the major fisheries indicated that the 1944 total would fall below the 3,970,000,000 pounds taken last year by nearly 200,000,000 pounds. The present estimate of 1944 production is 4,169,000,000 pounds.

The largest winter supply of fresh and frozen fish on record, at least in the eastern half of the country, has been seen by OCF as a result of mounting catches by the New England fleet, a record-breaking quantity of frozen fish in storage, and recent increases in imports from Canada.

The prediction was based on a survey undertaken by the Coordinator's office to assess potential supplies of fresh fish during the coming months as a basis for recommendations to

(Continued on page 14)



WEATHER IS ONLY PART OF IT!

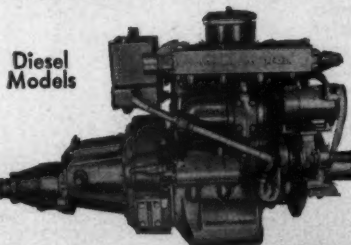
You bet, fishing is a hazardous occupation. And it isn't only wind and weather that make it so.

There's the fish to consider. If you're not Johnny-on-the-Spot when they're running, you get left; if you don't get your catch to market promptly, you're licked.

Fishermen have to sail on time and get back on time, come fair weather or foul — and only their engines can assure that.

OSCONIZED Hercules Diesels have been delivering that kind of on-the-button service for years. They stand up reliably under hard work and, if the drag of long hours of running does make a part replacement necessary, there's a parts dealer right at hand.

When you shop for a new engine, look over an OSCO-HERCULES; when you power your new boat, install a sure-service OSCO.



Diesel
Models

2 cyl.—24hp, 29hp,
30hp.
4 cyl.—62hp, 70hp,
75hp.
6 cyl.—77hp, 83hp.

OSCO MOTORS
also produces the
world-famous
OSCO-MARINED
Ford Engine from
35 hp. range to 100
hp. range.

Write for Catalog

OSCO
MARINED DIESELS
HERCULES (Diesels) and FORD (Gas)
Converted to Marine Use.
OSCO MOTORS CORP.
2020 E. Orleans St.
Philadelphia 34,
Pa.
Dept. C

WHEELER

TRAWLERS & DRAGGERS

**BUY WAR BONDS
TODAY**



**This 90 Foot
Wooden Dragger
is a Sea-going
WORK HORSE**

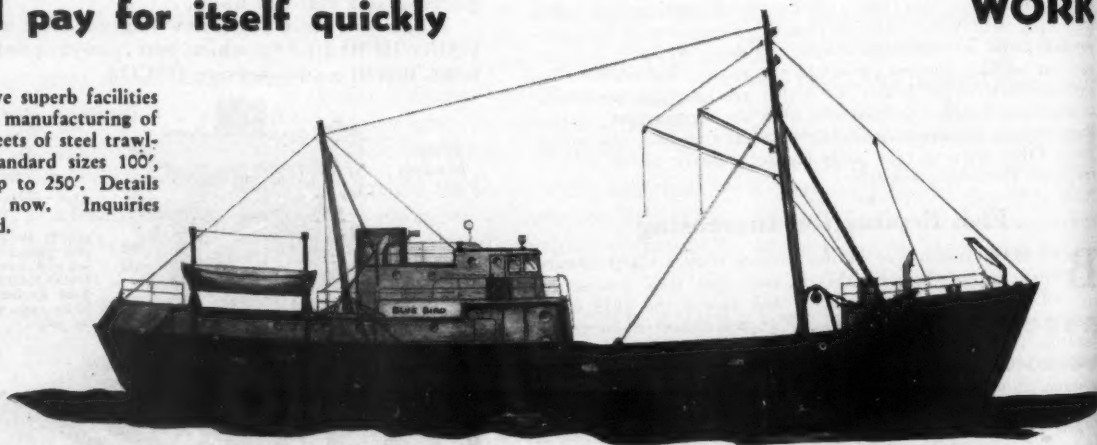
We are ready to proceed at once on large fleets of fishing draggers or individual orders. In addition to the 90' dragger above, we have standard 60', 65', 75', and 100' models. Information ready. Inspection invited.

**We are taking orders NOW!!!
EARLY DELIVERIES**

**This 131 foot steel Trawler
will pay for itself quickly**

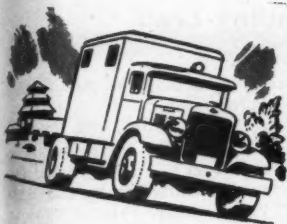
**REPAIR
WORK**

We have superb facilities for the manufacturing of large fleets of steel trawlers. Standard sizes 100', 131', up to 250'. Details ready now. Inquiries solicited.



WHEELER SHIPYARD, Inc.

Foot of Cropsey Ave.
BROOKLYN, N. Y.
ESplanade 2-5900

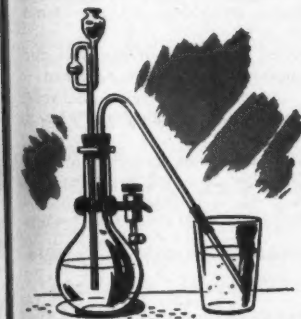


Typical of the exhaustive field tests which marked the development of the modern, high speed Cummins Diesel, was the gruelling 14-day grind which came to an end on Christmas Day, 1932, at the Indianapolis Speedway. Here, under AAA supervision, a Cummins-powered Indiana truck set a non-stop distance record for trucks: 14,600 miles (3,840 laps of the $2\frac{1}{2}$ -mile oval!).



proceed
the fleets
ers or
In ad-
dragger
standard
and 100
ormation
invited.

The injector cup wiper is an inconspicuous part of the Cummins Diesel, but its development made a conspicuous contribution to the Cummins Diesel's efficient and economical performance. This patented cup wiper, perfected only after countless modifications in piston design, eliminates carbon on the injector cup, creates additional turbulence, assures more complete combustion.



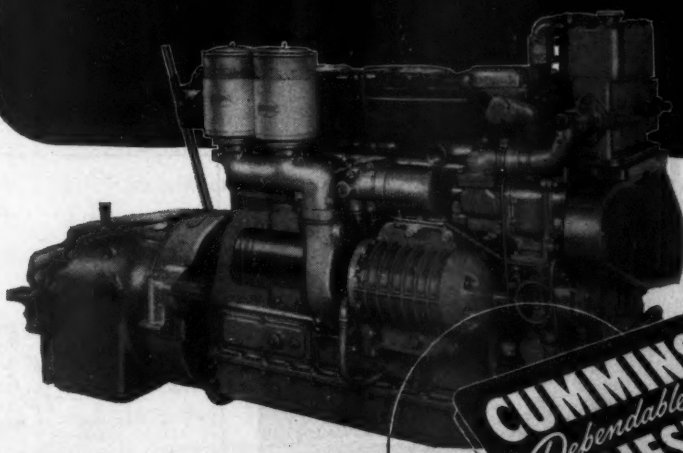
Metallurgy plays an important role in the Cummins Diesel trend to ever lighter, stronger construction. Example: 5,000 samples were analyzed in selecting the cast iron for the block—a foundry was rebuilt and its methods completely revised—but the increase in tensile strength from 20,000 to 50,000 pounds per square inch more than justified the cost.

CUMMINS MARINE DIESELS

Marine Models: Propulsion engines and marine type generating sets designed for all types of commercial fishing boats, work boats, and pleasure craft.

Spade Work

The diesel's higher thermal efficiency was proved many years ago . . . but it took the builders of Cummins Diesels to prove that diesel engine weights and dimensions could be brought within practicable limits. They proved it in 1932 with the original high speed diesel . . . proved it after 14 years of intensive "spade work" in the refinement of lubrication, cooling, metallurgy and many other aspects of design and construction . . . proved it by putting diesels in equipment and on jobs where diesels had never worked before. Today, you will find diesels in virtually every automotive, industrial, and marine service that requires heavy-duty power . . . and if you look closely enough, you'll find a very large proportion of those diesels are Cummins Dependable Diesels. CUMMINS ENGINE COMPANY, INC., Columbus, Ind.



SALES AND SERVICE

CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. . . . 18 Hurley Street, Cambridge, Mass., Tel. Kirkland 1276
CUMMINS DIESEL ENGINES OF NEW ENGLAND, INC. . . . 7 Wethersfield Ave., Hartford, Conn., Tel. Hartford 2-9311
CUMMINS DIESEL ENGINES, INC. . . . 209 North 22nd Street, Philadelphia 3, Pa., Tel. Ritterhouse 4460
CUMMINS DIESEL ENGINES, INC. . . . 100 Key Highway, Baltimore, Md., Tel. South 1281

Tougher Longer Lasting

MADE OF

MICHALLOY

Michigan's Super Alloy for Propellers

This amazing alloy has a fine grain structure, important in resisting any form of corrosion, and far exceeds the Navy's requirements for tensile strength and elongation. It's so tough that though the blades may bend under severe impact they seldom if ever will break. Any fractured MICHIGAN propeller will be replaced free of charge, according to our standard warranty. Resistance to corrosion is so stepped up in MICHIGAN propellers that long after a propeller of ordinary bronze would be hopelessly corroded, a MICHIGAN propeller will still provide a long period of perfect service. Specifying MICHIGAN pays worthwhile dividends.

At present, rated orders, only, can be accepted. On these prompt deliveries are being made.

MICHIGAN MACHINED-PITCH PROPELLERS

MICHIGAN WHEEL COMPANY Grand Rapids 3, Mich.

The Sounding-Lead

(Continued from page 11)

the Office of Price Administration concerning the modification or suspension of price ceilings on fresh fish.

Landings at Boston, Gloucester, New Bedford, and Portland had reached a total of 385,098,000 pounds by November 1, an increase of nearly 32,000,000 pounds over the same period last year. It was estimated that during the winter season, the catch will be 90,000,000 to 95,000,000 pounds larger than in 1943-44, partly because last year in November and December the fleet was tied up as a result of price disagreements.

Storage Holdings Continue Gain

STOCKS of frozen fish and shellfish are still mounting, and on October 1 reached the record proportions of 131,617,980 lbs. Holdings a month earlier stood at 123,255,209 lbs. Present holdings are 33,000,000 lbs. larger than those of a year ago, which were of approximately average size for this season.

Halibut and Atlantic mackerel are the largest single items in the inventory of fish in storage, with holdings of 17,087,000 lbs. and 11,852,000 lbs. respectively. These figures show an increase of about 4,000,000 lbs. for each species over last October.

Frozen fillets of such New England species as cod, haddock, rosefish, and pollock have now reached a total of approximately 16,000,000 pounds in storage, as against less than 10,000,000 a year ago.

Among fresh water species, twice as much whitefish and pike (including pickerel, jacks, and yellow jack) is in storage as last year and three times as much lake trout and blue pike; while frozen stocks of lake herring rose from 289,000 lbs. last year to 1,511,000 lbs.

Foreign Fish Requirements

BASED on present and future supply prospects, the Combined Food Board in a report to the UNRRA Council has allocated 77,000,000 lbs. of canned fish and 21,000,000 lbs. of salt fish for use in liberated areas during the post-military period.

Many foods which WFA supplied to the Caribbean area during the period of submarine activity have been returned to trade channels. These include canned fish (except pilchards). Still on the allocation list of foods to be supplied by WFA to the Caribbean are salt fish (chiefly cod).

It is expected that it will be some time before European producers can take care of demand for their fish products. For this reason large fish packs will be desirable for probably another two years.



"The boys can't seem to convince Jasper—he still insists that there's trout in these waters!"

POWER-PACKIN' MARINE ENGINE



Fishing boat Doris, of New Bedford, Mass., 43' x 13' x 5', equipped with a "Caterpillar" Diesel D4600 Marine Engine, driving a 34" x 22" propeller.

FISHERMEN can't be particular about the weather. They can't stay tied up at the pier just because it's kicking up a little outside. That's one reason why "Caterpillar" Diesel Marine Engines are such hands-down favorites with so many fishing-boat operators.

When steady power, and plenty of it, is needed, a "Caterpillar" Diesel comes to the fore. These rugged marine engines are rated for full-load, full-speed, continuous operation, and many of them are still delivering the goods thousands of hours after their

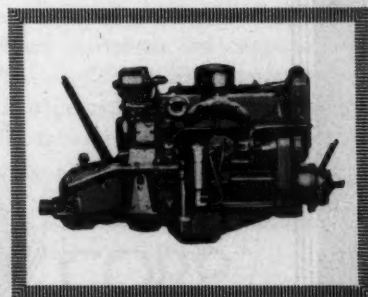
normal lives should have ended.

When it comes to rough-water operation, a "Caterpillar" Diesel is right at home. There are no delicate parts to work out of adjustment and cut down efficiency. You can expect the same flexibility, power and economy in a heavy sea as in smooth harbor waters.

Needless to say, a "Caterpillar" Diesel is a valuable piece of machinery today. If you own one, it will pay you to take every advantage of the service, inspection, maintenance and repair facilities your nearby "Caterpillar" dealer

has to offer. See him regularly. Small replacements and adjustments now can do a lot toward making your "Caterpillar" Diesel go farther than you ever thought any engine could go.

CATERPILLAR TRACTOR CO., PEORIA, ILL.



CATERPILLAR DIESEL

REG. U.S. PAT. OFF.



TO WIN THE WAR: WORK—FIGHT—BUY MORE WAR BONDS!

First on the

EAST COAST

WEST COAST




WEST COAST
"CATHERINE PALADINI"
1932



EAST COAST
"BREEZE"
1929

... ALL AROUND THE WORLD!

On the East Coast, 1929 saw the first fishing vessel, the BREEZE equipped with a FATHOMETER.

On the West Coast, in 1932, the first FATHOMETER was installed on the fisherman CATHERINE PALADINI.

In the last 15 years entire fishing fleets, and since 1924 cargo vessels, passenger vessels and fighting ships, have installed FATHOMETERS, whose constant recording of the depths by electronic echo-sounding has sped them safely on their courses — "all around the world".

FATHOMETER

REG. U. S. PAT. OFF.

Originated and Manufactured by

SUBMARINE SIGNAL COMPANY

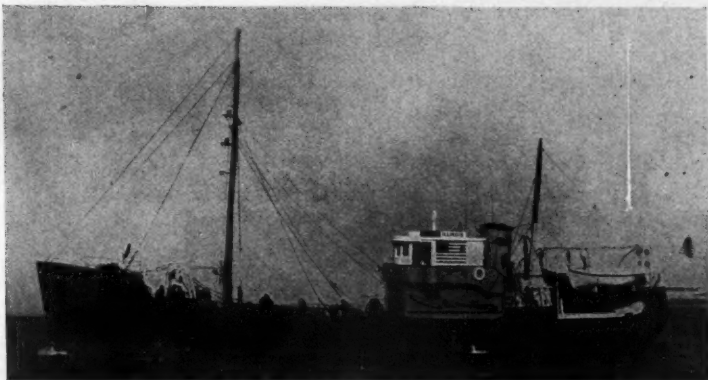
160 STATE STREET

Established 1901

BOSTON 9, MASS.



EXCELLENCE IN FIGHTING SHIP OUTPUT Points the Way to BETTER POST-WAR FISHING VESSELS



TODAY Lawley's is operating full speed ahead on fighting ships for the Navy. The yard has maintained a steadily increasing production rate, as evidenced by its renewal awards of the Navy "E".

Before the war, Lawley excelled in building outstanding yachts and commercial vessels. Among them is the steel trawler "Maine", which has been a consistent high-liner, with remarkable performance.

The increased efficiency, better skill and improved materials now being employed on War work will enable Lawley's to produce still better fishing vessels when peace returns.

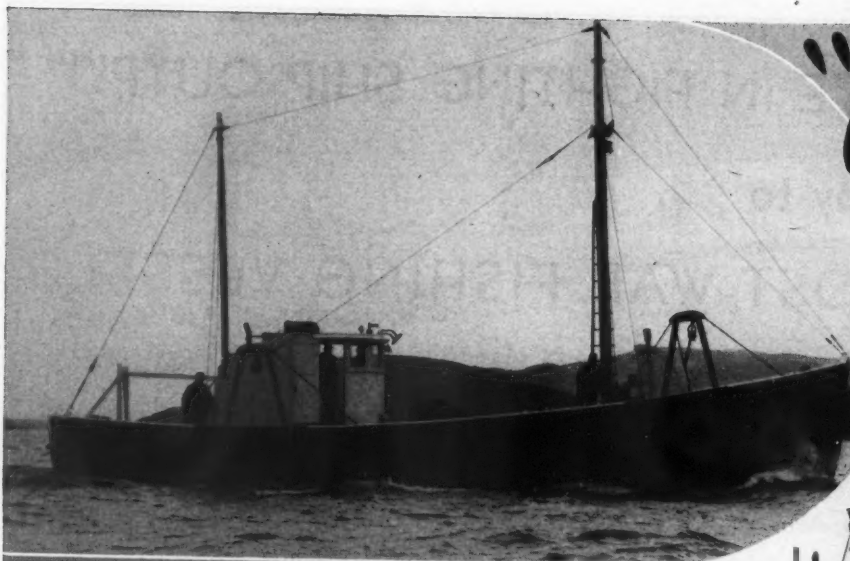
In planning your future trawler, consider Lawley's modern facilities, expert craftsmen and cooperative service. You can have confidence that Lawley will produce the finest in advanced trawler construction—a product that will successfully meet tomorrow's operating requirements.

GEO. LAWLEY & SON CORP.

26 Ericsson Street

Neponset, Mass.

LAWLEY BUILDS SUCCESSFUL SHIPS



"Cape Cod"

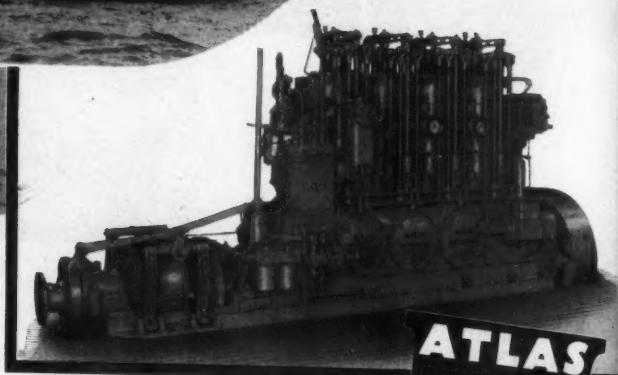
CLOCKS 160 MILES IN 20 HOURS

The 60' dragger "Cape Cod," designed and built by the Southwest Boat Corporation of Southwest Harbor, Maine, is owned and operated by George L. Paine and Manuel Phillips of Provincetown, Mass. Powered by a 4 cylinder, 8" x 10½", 85 H.P. Atlas Imperial Marine Diesel, she made her first distance run from the shipyard to her home port, a distance of 160 miles, in exactly 20 hours.

The "Cape Cod" is typical of the 60' draggers which are now proving so popular in helping increase this country's seafood production. She carries 550 gallons of fuel and has an 8 pen fish hold of 55,000 lb. capacity. Powered by slow speed, heavy duty Atlas Marine Diesels, such vessels are destined for years of reliable, economical and profitable operation.

ATLAS IMPERIAL DIESEL ENGINE CO.

SAN FRANCISCO • CHICAGO • NEW YORK • HOUSTON
SEATTLE • VANCOUVER • TERMINAL ISLAND • ASTORIA • KETCHIKAN
PHILADELPHIA • BALTIMORE • GLOUCESTER • NEW ORLEANS



ATLAS
Imperial
**DIESEL
ENGINES**

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly by

ATLANTIC FISHERMAN, INC.
Goffstown, New Hampshire



P. G. LAMSON, *Publisher*

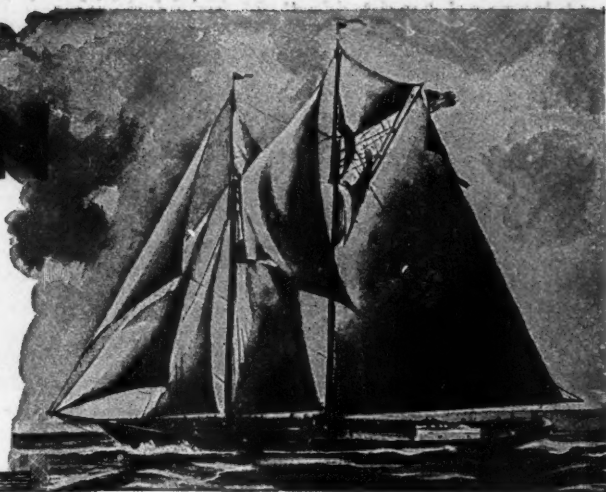
GARDNER LAMSON, *Editor*



20 cents a copy

\$2.00 a year

Covering the Production of Fish and Shellfish on the
Atlantic Coast, Gulf of Mexico and Great Lakes



VOL XXV

NOVEMBER 1944

NO. 10

Washington Meeting Paves Way for Reconversion

AT the meeting of the fishing industry consultants of the Co-ordinator of Fisheries Office, held in Washington on October 23 and 24, present government controls were reviewed and plans laid for meeting current production requirements and for assuring stability of the industry in the reconversion period.

The following resolutions were adopted by the consultants: (1) that the Secretary of State be requested to take cognizance of the importance of fishery problems in the field of international negotiations and take appropriate action to provide for the handling of international fishery problems and problems of conservation of biological resources in the Department of State through a suitable organizational unit. (2) that representations be made through appropriate diplomatic channels to the Government of Canada in order to obtain necessary action to clarify and resolve the situation whereby Canadian fish buyers can operate in American waters only in compliance with stabilization regulations duly promulgated by the Government of the United States (3) that War Food Administration take appropriate action to provide for materials and machinery needed for the construction of additional cold storage facilities in fishing ports, in order that the industry may take advantage of the seasons of maximum availability of fishery products (4) that the Secretary of the Interior, through the Fish and Wildlife Service provide for the establishment of regional fishery offices, similar to those that have been functioning as area offices for the Co-ordinator of Fisheries, as part of the regular commercial fishery functions of



Co-ordinator of Fisheries Harold L. Ickes, addressing recent meeting of OCF consultants at Washington. At his right, Deputy Co-ordinator of Fisheries Dr. Ira N. Gabrielson.

the Fish and Wildlife Service immediately following the abolition of the Office of the Co-ordinator of Fisheries, and that such offices perform any of the present functions of the Office of the Co-ordinator of Fisheries that may be necessary or desirable in addition to assuming such essential additional functions as the welfare and efficiency of the American commercial fishing industry may require.

Opening Address by Coordinator Ickes

The opening address was delivered by Harold L. Ickes, Secretary of the Interior and Co-ordinator of Fisheries, whose remarks included the following observations:

"We should begin to plan now for the reconversion of the fishing industry. We must have our blueprints ready so that when the proper time comes the return of the industry to its peacetime status may be accomplished rapidly and smoothly.

"When hostilities in Europe come to an end many government controls that now affect the industry will be relaxed. As yet there has been no announcement by either the Army or Navy as to its policy with respect to the requisitioned fishing vessels which may remain in the possession of either at the end of the war. Boats that have undergone major structural alterations to adapt them for special services very possibly may be retained. However, we believe that the industry will have an opportunity to reacquire the majority of the requisitioned fishing vessels which still remain afloat. (Continued on next page)



Charles E. Jackson, Assistant Deputy Co-ordinator of Fisheries, addressing OCF consultants at Washington.

"As to the controls now exercised over the industry by the Co-ordinator of Fisheries, I assure you that there is no disposition on my part, or on that of my staff, to continue them a day longer than is absolutely necessary to achieve our wartime goals. Although this agency was granted a considerable amount of authority, it has been a source of satisfaction to me that we have had to exercise it extensively in only a few instances, where particular difficulties of operation made such a course unavoidable. The fine co-operation of the industry has made it unnecessary to exert wider and more rigorous controls. Because few controls have been imposed, the problems of reconversion will be less than in many other industries.

"Vessels are coming back from the Army and Navy at an accelerated rate. The vessel construction program has attained great momentum.

"The increased size of the fleet will bring about a larger production of fish and will make imperative some expansion and improvement of marketing procedures.

"As to production in 1944, the results of additions that already have been made to the fleet are not apparent as yet in the total figures. This is partly because some of the boats have not been back long enough to have their effect felt, and partly because other elements in the production situation, notably manpower, have not kept pace with the improvements in material facilities.

"Although the pack of canned fish has declined, and the output of by-products has fallen below last year's levels, the production of fresh and frozen fish has increased by at least 10 per cent.

"The larger catch of fish of the type marketed in the fresh or frozen state has proved to be a mixed blessing. Unfortunately, the complicated machinery for the distribution of fish has not returned to normal functioning as rapidly as the facilities for production. This has resulted in gluts of fish that could not be properly handled, marketed or stored.

"Transportation difficulties, lack of experienced help in retail stores, the removal of most meat from rationing, and prices are all having their effect."

Gabrielson Discusses Government Aids

Dr. Ira N. Gabrielson, Deputy Co-ordinator of Fisheries, in discussing Government war controls and programs following V-E Day, stated in part:

"It appears that we may expect a material relaxation of controls by the War Production Board following V-E Day. Many materials, nevertheless, will continue to be in short supply after V-E Day and may be 'hard to get'. Among these will surely be lumber and other forest products; cordage, netting and seine twine; tin; and medium horsepower Diesel engines.

"Price Administrator Chester Bowles on October 9 stated that, when supply and demand come back into balance, price controls will not be needed. As soon as there is no further danger of price increases with respect to a particular class of commodities there will be no reason for price ceilings in that field and they will be dropped. The recommendations of the Industry Committees will be relied on in making determinations as to when controls can be removed safely.

"The War Manpower Commission has stated that all manpower controls will be lifted except in relatively few areas where they are essential to continued war production.

"Officials of the War Food Administration indicate that almost surely a 'set-aside order' for canned fish in 1945 will be issued. Even if the European war ends this year, such an order will be necessary to assure supplies for any armies that may remain in the European theatre, for our forces in the Pacific and also for civilian relief feeding.

"The controls exercised by Office of Co-ordinator of Fisheries will be relaxed, and it is anticipated that the Office itself will be abolished as soon as possible after V-E Day.

"We do believe, however, that many of the general types of services which have been rendered to the fishing industry through the Area Co-ordinators of Fisheries should be continued. These men, stationed in the major fish-producing areas, have studied the wartime problems of fishermen, dealers and processors. I propose to recommend that such field offices be retained as a part of the Commercial Fisheries work of the Fish and Wildlife Service. The fishing industry then can come to these field offices for help with respect to reorganization and reconversion problems immediately following V-E Day and can obtain help on

its current peacetime problems later. Specifically, the more immediate problems on which these offices would give assistance to the industry would include the following:

1. The return of fishing craft which were taken for war uses.
2. The efficient use of the large fleet of fishing vessels constructed to meet the fish production programs.
3. The proper disposal and distribution of those vessels built for military uses which, if declared surplus, might be adapted to fishing operations.
4. The proper disposal and distribution of surplus materials.
5. The return to the industry of skilled personnel now in military service with as little disruption as possible to them and the orderly pattern of production.
6. The charting of locations of expended war materials which may hinder or preclude operations on many of the best fishing grounds.
7. The furnishing of authentic data and advice regarding the prices of fish, and the costs of production and distribution in connection with establishment, suspension or removal of price ceilings on fishery products.
8. The labor problems arising from increased production and lower prices.
9. The disposal of surplus stocks of fishery products released by the Government.
10. The finding of markets for fishery products when the Government suddenly ceases buying for Lend-Lease use.
11. The elimination of gluts and surpluses due to heavy production and inadequate marketing facilities and methods.
12. The diversion of fishing operations to those species which are not being produced in surplus or unmarketable quantities.
13. The provision of food and fuel for men and vessels, as long as rationing exists.
14. The development of plans to produce, market, and process most efficiently with the equipment, facilities and labor available.
15. The provision of sufficient supplies of ice during summer shortages, and the development of adequate freezing facilities and cold storage space.
16. The adjustment of state and Federal fishing regulations unduly restricting operations.
17. The production of new fishery commodities, and the disposal of those war-fostered fishery products which require marketing assistance in times of peace.
18. The salvage and preservation for peacetime use of the investment in plants and equipment constructed and purchased for war requirements.
19. The interpretation of Government peacetime controls affecting the fishing industry.
20. The conduct of special surveys to furnish special information.

"It is important that offices of the Coordinator of Fisheries be maintained on a reduced but permanent peacetime basis in order to continue to provide those technical services which industry has learned to seek from the Federal Government."

Jackson Outlines Production Needs

Charles E. Jackson, Assistant Deputy Coordinator, in reviewing the status of the production program and activities of OCF, made the following comments:

"In 1941, over 5,000,000,000 pounds of fishery products were harvested, a 25 percent increase over 1940. Every pound was needed. Army and Navy consumption for military use increased as their forces grew. Purchases of canned fish for our allies, particularly Britain, soared as lend-lease operations broadened.

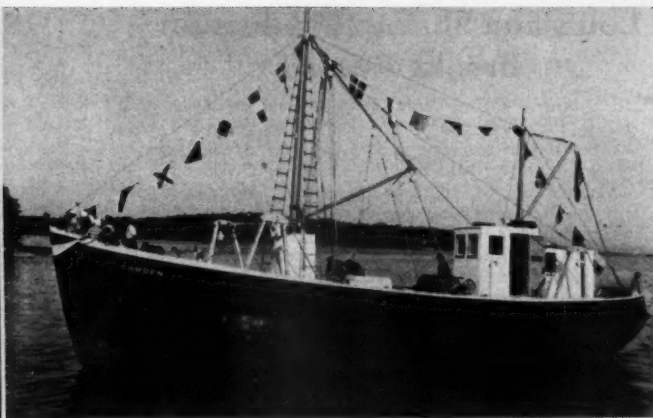
"Almost immediately after Pearl Harbor came a host of foreseen and unforeseen war-born obstacles to increasing and even to maintaining fishery production. The final figures for 1942 showed a decline to a catch of only 3,700,000,000 pounds.

"We forecast the production in 1943 of approximately 4 billion pounds. We failed to meet that estimate by a scant 30,000,000 pounds. Again last February, we forecast a production this current year of more than 4 billion pounds.

"At our request the War Food Administration has revised its requirement figures for the year 1944, which reduces requirements to a total in round figures of 5 billion pounds landed weight. Current figures indicate a total 1944 production of approximately 4 billion pounds, slightly under last year, and over a billion pounds short of War Food Administration's estimate of the fish needs of the nation in 1944.

"Production of canned tuna and Maine sardines has exceeded the 1943 pack. The pack of salmon declined about 10 percent from 1943, and it now appears that canned pilchard production will be below the 1943 production. If the pack of canned pilchard and mackerel should exceed our expectations between now and the end of the year, our present estimate that the 1944 pack of canned fish will total 610,000,000 pounds may be

(Continued on page 36)



Miss Ida C. Gautesen ready to christen the 75' dragger "Camden", launched last month by Camden Shipbuilding & Marine Railway Co., Camden, Me.

Dragger "Camden" Has Good Sea-Going Qualities

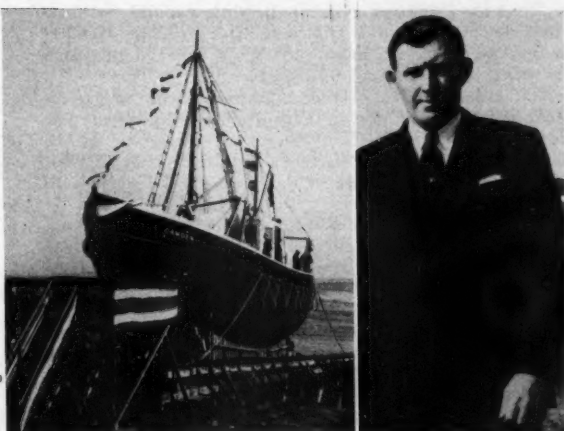
THE 65' dragger *Camden*, designed and built by Camden Shipbuilding & Marine Railway Co., Camden, Me., sailed for her homeport of New Bedford on November 1. She is owned by her skipper Capt. Knute Knutesen, Lionel D. D'Avignon and Mrs. Lainee Bolduc, all of New Bedford, and was christened by Miss Ida C. Gautesen three weeks previous.

A feature of this rugged, well fitted dragger is her arrangement for quick conversion to scalloping gear. For a vessel of her length, the *Camden* is wide, having a beam of 17', and has a good capacity of 65,000 lbs. of fish and ice. Her waterline length is 59', while her maximum draft is 8'6". The vessel has a good sheer, a moderately raked stem and a round stern. On her trial run, she proved an exceptionally dry boat, taking no water forward despite rough weather. She attained an average speed of 9 knots. Her displacement is 82.8 tons.

Structural members of the vessel are of oak, and include a 14 x 9 keel, 9 x 10 keelson, 1 3/4 x 9 shoe, double sawn frames, measuring 4 x 6 at the keel, and 4 x 4 at the deck, and 4 3/4 x 5 3/4 deck beams. The boat has 2" oak planking below the waterline, and fir above. Decking is 2 x 3 fir, with 3/4" oak sheathing. The deckhouse has 3/4" waterproof Weldwood plywood exterior sheathing placed over 2 x 3 1/4 framing, 3/8" plywood interior sheathing, and is secured to the deck with 1/2" tie rods.

The hull has 3/4" oak sheathing between the fore and aft galleys and frames, and in the way of the galleys there is galvanized sheathing extending up over the bulwarks. The vessel is equipped for dragging from both sides.

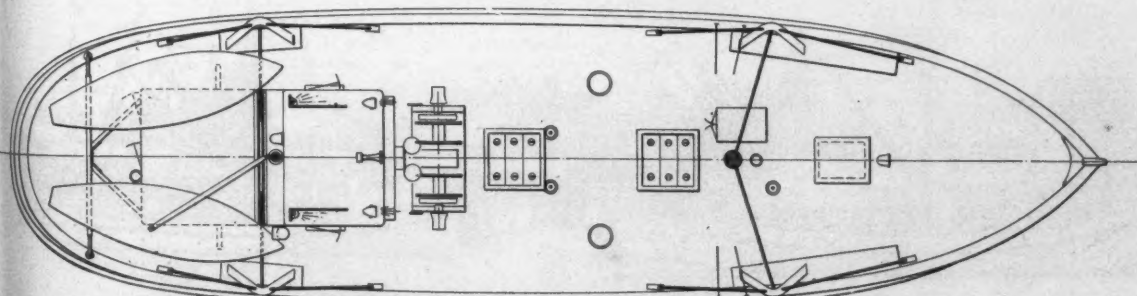
The fish hold is 14' long, has a 7 1/2' depth under the beams, and is arranged with 4 bins on either side and two hatches. The hold is fitted with 1 3/4" ceiling, and the bulkheads are sheathed with 1 3/4" tongue and groove stock in the hold, and plywood on the opposite sides. The hold and engine room have cement floors with sump in each. Both sumps are connected to the main engine built-in bilge pump, while the fish hold sump also can be pumped by an Edson deck pump.



The "Camden" on the launching ways and her skipper, Capt. Knute Knutesen.

The fo'c's'le is of conventional arrangement with 4 berths port and 2 starboard, and seat lockers under. There are 6 individual clothes lockers, and folding table. A No. 116 Shipmate range is placed against the bulkhead over a 1/2 ton coal bin which is filled through a chute from an 8" deck plate. The large 3'6" x 3'9" ice box with deep door is located port, while a sink with hand pump is placed starboard. There is a 500-gallon galvanized fresh-water tank with V-shaped sides under the fo'c's'le floor, and a stowage bin in the forepeak. The fo'c's'le is entered through a steel doghouse, and there is a skylight hatch forward, having portlight on either side, and 2 atop.

(Continued on page 36)



Deck arrangement plan of the 75' dragger "Camden".

Louisiana Shrimp Production Breaks Record

THE southern shrimp industry, by packing 28,992 cases during the week ending October 28, as compared with 20,341 cases in the same 7 days last year, crept closer to the 1943 production total. For the season to October 28 the pack amounted to 302,816 cases against 318,169 cases a year ago, only 5% less. The week before, the pack was 8% behind.

October proved a record breaking month for the jumbo shrimp industry of the Morgan City-Patterson area. The all-time high record catch, 135 4/5 barrels for a single trip, established in 1942 by Capt. Joe Webster on the *Dr. H. E. White*, owned by G. L. Palmer, was topped the last week in October by Capt. Ashley Galloway aboard the *Constitution*, owned by Patterson Shrimp Company, bringing in 156 3/5 barrels of shrimp which weighed 15 to 21 to the pound, and brought \$28.00 a barrel, making the load worth more than \$4300.

Every boat returning during the week October 22-29 brought in a good catch. At the G. L. Palmer shrimp plant in Klingsville, the *Minnie & Clara* was high boat of the fleet with a catch of 122 barrels brought in by Capt. Ernest Webster. Plant records show that 993 barrels were unloaded by the fleet fishing for G. L. Palmer during that week, the biggest week in the plant's history.

The Riverside Company plant in Berwick handled 761 barrels. Best results for a single trip were made by Capt. Henderson aboard the *Cameron*, owned by W. B. Greaud of Baton Rouge, which had a catch of 95 barrels.

The *Olivia Mavar*, Capt. Wilson Authement, with 98 barrels, was high boat in the Morgan City Packing Co. fleet. The *President Roosevelt*, Capt. N. Veasey, was high boat in the V. Santos fleet with 85 barrels, and the *Lady Esther*, Capt. Harry Wiggins, was high at the J. R. Hardee plant with 90 barrels.

In addition to the fine record made by the Patterson Shrimp Company fleet, the other plants in Patterson reported excellent catches. The *Ramos*, Capt. Carlos Pinho, owned by the Ramos Shrimp Co., brought in 104 barrels. The *Commando*, Capt. Earl Lemair, was high boat of the Versaggi Shrimp Co. fleet with a catch of 118 barrels. The trawler *A. J. Higgins*, Capt. Ralph Johnson, owned by the St. Johns Shrimp Co. brought in a catch of 70 barrels.

The Pacetti Fish Co. fleet's high boat was the *L. C. Burgman*, Capt. O. W. Franks, with a catch of 79 barrels. At the United Seafood dock the *Enola W.*, owned by S. J. Watkins, had the largest catch with a total of 88 barrels.

"Toss Up" Sold

The *Toss Up* has been sold by G. L. Palmer to Mert Yongue and Joe Webster. These partners own the *Old Glory*, which Yongue captains. Webster will take over command of the *Toss Up*. He was formerly on John Santos' *General Douglas MacArthur*, which is now being captained by Willie Aucoin.

"Ramos Pride" Launched

The 60' trawler *Ramos Pride*, owned by Ramos Shrimp Co., Patterson, La., launched by Klonaris Shipyard recently, makes

the seventh in the Ramos fleet. She will be powered with a D-13000 Caterpillar Diesel.

Maiden Trip for "WAC"

The 60' trawler *WAC*, latest addition to the J. R. Hardee fleet, made its maiden trip recently under command of Capt. Donald Green, returning with a catch of 104 barrels. The boat is powered by a D-13000 Caterpillar Diesel, and was built by E. Klonaris Shipyard.

Additions to Morgan City Fleet

The *Jeff Davis*, constructed last Fall by Burgman Tractor Co. for the Fish & Wildlife Service, recently was sold to G. L. Palmer. The boat is 65' in length, has a beam of 17'6", and a draft of 6'. She is powered by a D-13000 Caterpillar Diesel, driving a 42 x 36 Columbian Peerless 3-blade propeller through a Twin Disc MG-200 2:1 reverse and reduction gear. Originally equipped for seining, the boat is being converted for shrimp trawling.

Also arriving with the *Jeff Davis* was the *Jack Pharr*, a 65' x 18' x 6' trawler built in Florida for F. P. Tower, and powered with a D-13000 Caterpillar Diesel.

The latest addition to the Versaggi Shrimp Company fleet is the 60' trawler *Crusader*, powered with a D-13000 Caterpillar Diesel. The *Invader* and the *Champion*, for the Versaggi fleet, are now under construction.

A new boat for the Morgan City Packing Company fleet is the *Bubbling Over*, a Biloxi-type boat about 40' long. Adolph Verdin is the skipper.

Florida Makes Provision For Overseas Hospitals

THE Florida State Conservation Commission suspended the closed mullet season in Lee County waters for the first 20 days, but only to produce enough fish to enable a new dehydrating plant at Fort Myers to meet its first Government order.

Frank S. Reed of the Reed-Martin Laboratories told the Commission its plant was ready to go into operation the day of the hurricane last month, but was temporarily put out of operation by the storm.

Since then, he said, he had been able to get only 1,250 pounds of mullet to process because of muddy waters resulting from the hurricane.

The Commodity Credit Corporation has ordered 240,000 pounds of dehydrated fish from the plant, the only one of its kind in the world. Reed said that would require 2,240,000 pounds of fresh fish.

He said the product would be sent overseas for soldiers in hospitals.

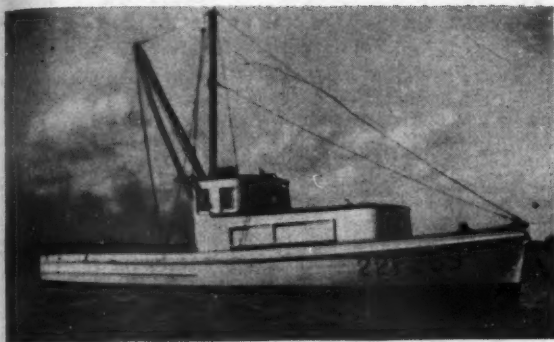
Florida Fishing Operations Stopped by Hurricane

Florida commercial fishing operations were stopped completely for several days, and boats were violently endangered by the 90-odd-mile hurricane that developed in the Caribbean seas on October 18 and 19, and traveled north-by-northeast up through the State.

The 47' fishing schooner *Electra*, object of an extensive search by Coast Guard planes since the hurricane, sailed into St.



Some of the Louisiana shrimp boats in the Blessing of the Fleet ceremony last September. Many other boats participated in the annual parade of Morgan City, Berwick and Patterson shrimpers.



The shrimp trawler "Rose Marie", owned by Two Bros. Fish Market, Ingleside, Texas, is skippered by Capt. Marion Mirco-vich. She is 40' x 12' x 3'6", and is powered by a Chrysler Crown gasoline engine, with a 3.46:1 reduction gear built in, turning a 30" x 26" Michigan Wheel. The boat uses Colum-bian rope and Linen Thread netting.

Petersburg on October 25, its eight-man crew weather-beaten and bruised, but otherwise uninjured.

The schooner, owned by Felicione & Sons, Tampa fish dealers, left Tampa October 9, and its crew was seeking red snapper fishing grounds some 50 miles west of Ft. Myers when they first received word of the approaching storm by radio.

Capt. Larson said that when they learned the storm was headed northward the ship was turned westward in order to avoid the center of the storm, as there was not time enough to head for port.

Thirty small shrimp boats at Cape Canaveral broke loose in the hurricane and were washed ashore. Nine were destroyed, 4 of the Cape Fish Co., 4 of independent fishermen of Fort Pierce and West Palm Beach, and one of Fischers of Cocoa. Six larger 50 ft. shrimp boats from St. Augustine, each with a crew of four, were pulled ashore by truck.

The 40' fishing schooner *Rambler*, owned by the Everett Fish Co., Carrabelle, Fla., was in St. Petersburg for repairs after weathering the hurricane 140 miles from land, southwest of Egmont Key. The wind swept away most of the schooner's rails, part of the sails and parted the anchor rope.

Some of the Rollins Fish Co. boats put out into the Gulf as soon as the storm subsided and bucked the still-rough seas to fish for grouper. They found the water over the fishing banks in such a turmoil, however, that the fish wouldn't bite.

George N. Rollins, head of the Rollins Fish Co., which operates nearly a score of fishing vessels, stated that his boats, which ordinarily bring in about 300 to 400 pounds of grouper from a day's trip, were able to pull out of the muddied Gulf only about 40 pounds apiece.

Establish Operational Area

Establishment of an operational area south of Cocoa Beach for machine gun practice has been announced by District Coast Guard Headquarters in Miami.

Commercial fishing interests along the Florida east coast have been notified there will be firing during daylight hours in an area beginning 3.6 miles south of Cocoa Beach casino, extending 8.5 miles southward along the beach to a point 1.7 miles north of Indianalantic casino, four miles to seaward at that point, and 5.6 miles to seaward at the northern end.

There will be ground-to-air firing as well as firing to seaward, according to the announcement. Operating areas, as opposed to restricted areas, are not closed to shipping, but are policed by the commands using them.

Large Mullet Catch

Over 225,000 pounds of mullet were caught on October 22 and 23 by Chadwick Fisheries, Sarasota, Fla. Fishing, which has been very poor during the past several months, picked up immediately after the hurricane. Fish that had taken refuge in and around the islands were brought out by the winds and rain. Mullet are plentiful all the way up the coast to Perry, Florida.

Bell Installs New Equipment

With the installation of new equipment, the Harry H. Bell & Sons quick-freezing and cold storage plant at Pass-A-Grille now

Texas Shrimping Season Viewed with Optimism

THE Fall shrimping season has been viewed by Texas fishermen with optimism. The unseasonable high winds and storm disturbances which prevailed throughout the summer have disappeared, and fish houses during October reported that catches were more like "old times" than they had seen for over a year.

While October figures from fishermen are not complete, October was expected to be the peak month of the Fall run. Shrimp taken in Corpus Christi and Aransas Bays ran 30 to 40 count, while jumbo shrimp taken in the Gulf off Port Aransas were bringing boatmen the top price of 12 cents.

Several boats working out of Aransas Pass took daily catches of more than 5,000 pounds, while one boat brought in a load of 7,700 pounds of shrimp. These were first grade and sold for 12 cents.

Shark Production Up

Although shellfish production has shown a decline, several fish species show a marked increase for the fiscal year ending August 31.

Mullet increased from 49,575 pounds in 1943 to 61,521 pounds in 1944, but perhaps the most outstanding change was the 108,647 pounds of shark taken this year, compared with last year's catch of 7,400.

Several factors are cited as responsible for the increase in mullet and shark production. A State-wide campaign to popularize these species has become a "perpetual" movement among Chambers of Commerce and other civic groups.

In addition, out-of-state interests have become cognizant of Texas' potential supply of these fish. A shark processing plant constructed at Port Isabel by a California concern, accounted for 106,274 pounds of the State's shark catch. Last year less than 500 pounds of shark were taken in the Port Isabel area.

While redfish declined slightly, trout were more plentiful this year than last. Approximately 400,000 pounds more trout were caught in 1944. The flounder catch likewise increased by 90,000 pounds.

represents an outlay of \$75,000, and is reported to be one of the largest enterprises of its kind in the State.

The plant, which began business about 15 years ago, employs three electrically-operated Carrier-Freeon compressor units and has a 10-ton reserve ammonia compressor.

Eliminating one of the major bottlenecks in the Pass-A-Grille commercial fishing setup, the giant freezing plant is able to accommodate 10-ton catches. Prior to the construction of the unit, dealers were unable to buy up mass hauls of fish from commercial fishermen because of their inability to store large quantities.

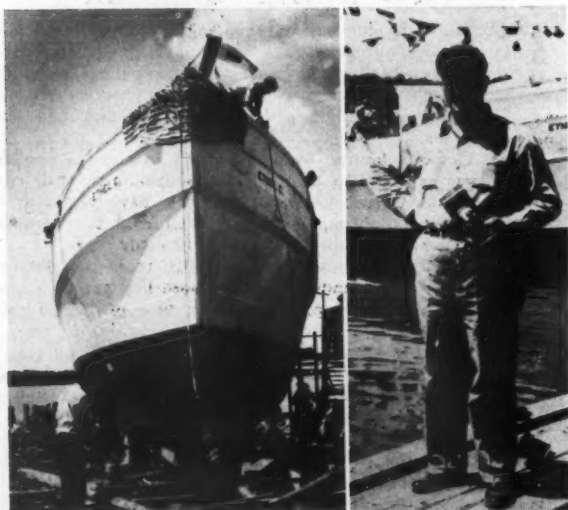
Ricou Buys Independent Fish Co.

Ernest L. Ricou, former president of Ricou Bros. Fish Co., Jensen, Fort Pierce and West Palm Beach, has purchased the Independent Fish Co., Salerno, from L. H. Brown. Mr. Ricou said that the new firm will deal with independent fish crews.



Nets of gill net fishermen drying on racks in a sheltered bayou on the West Coast of Florida. A typical 3 3/4" gill net is 225 yards long and 40 meshes deep.

"Ethel C." and "Eugene H." Built from New 77' Design



The 77' dragger "Ethel C." before launching at the Newbert & Wallace yard, Thomaston, Me., and her owner, Capt. Clyson Coffin of Port Clyde, Me.

BUILT by Newbert & Wallace of Thomaston, Me., from a new 77' design by Albert E. Condon, the draggers *Ethel C.* and *Eugene H.* exemplify large capacity vessels with roomy accommodations and accessible arrangement of complete dragger equipment.

The *Eugene H.*, owned by Rhama E. Philbrick of Rockland, Me., will fish out of Gloucester under command of Capt. James N. Tucker, formerly of the *Austin W.* She sailed on her maiden trip October 26. The *Ethel C.* is owned by Capt. Clyson Coffin of Port Clyde, Me., and was expected to start fishing out of Rockland early this month.

With the exception of a slight variation in the pilot house, the two vessels are identical in construction and layout. For their length, the vessels contain an unusually large amount of space, made possible by the use of a full, deep hull with transom stern and flaring bow. The full effect of the flare is not readily apparent because of the use of plumb rail and whaleback. The vessels have plenty of freeboard, and have considerable bearing on the waterline. They have a beam of 18' 9", and a draft of 10'. Gross tonnage is 83, while net tonnage is 56.

The vessels are as ruggedly built as a typical 90-footer, and have 10 x 10 double keels, double sawn frames, 4 x 12 at the keel tapering to 5"; 2 1/4" oak planking, 2 3/4 x 3 1/2 pine decking, 5 x 6 1/2 deck beams with the exception of those in the way of the hatches, which are 6 x 6 1/2, and cypress interior finish.

The lazarette is 7'9" long, and the cabin is 8'11", fitted with 8 berths and ample locker space. Both cabin and engine room have portlights on either side. The engine room is 16'9" long, and is fitted with a 12" ventilator. The fuel tank capacity is about 3300 gallons, 950 being carried in the forward tanks and 700 in the after tanks.

The fish hold is 19' in length, and has cement floor with pump well. The bulkheads are well insulated, having caulked planking on the inside, against which is placed 4" of cork set in pitch, and lined with paper, followed by a 7/8" air space and a double sheathed outside. The hold has a capacity of 110,000 lbs. of iced fish, and is equipped with deck plates over each of the 10 pens, as well as the fore and aft slaughter house.

The fo'c's'le, which is deep and roomy, is 24'8" in length, and contains 8 bunks, sliding table, plenty of locker space and a well fitted galley. Fresh water is carried beneath the fo'c's'le floor in a 650 gallon tank.

Forward of the water tank there is a floor hatch with storage space for canned goods and trawl rollers. Under the dresser there is a hatch which gives access to the bilge and sea cock.

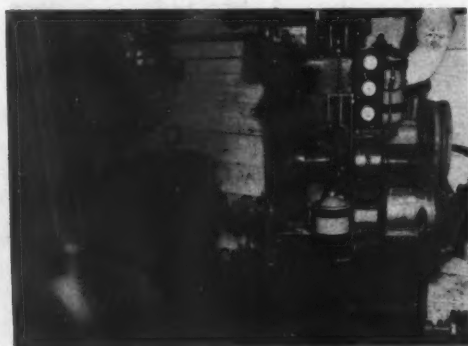
There is a ventilator hatch over the fo'c's'le with a 10" pipe extending through the whaleback deck and having an adjustable top. The whaleback, which is of good size, is fitted with twin bins, and is joined by a catwalk to the doghouse. There are doors on either side of the whaleback. The deckhouses are insulated with wool, and provide very commodious accommodations for the Captain, being fitted with all conveniences. Access is provided from the stateroom to the cabin companionway. There is a deck shelter aft of the deckhouse with a 2-way door which closes off either the entrance way or the toilet. Directly opposite the toilet is the oilskin locker. Two 18' covered dories are carried either side of the stateroom. The mizzenmast, which is stepped forward of the pilot house is 29' high, while the main mast extends 35' above deck.

A special feature on the *Eugene H.* is the use of a 10' square 1/4" galvanized steel plate on over the deck between the house and the break, where the winch is located. The metal is placed over Irish felt laid in pine tar on the deck, and over the metal is wooden sheathing and grating. The plate is bolted to the deck beams. This arrangement prevents leaks, cushions the winch, and strengthens the boat.

The vessel has a 4' x 3' ground plate on the hull for grounding the electrical machinery and eliminating electrolysis. She is equipped with a mile-ray searchlight, and 8 deck flood lights. Pilot house windows are provided with shatter-proof glass. All wiring in the vessel is rubber covered.

Both the *Eugene H.* and *Ethel C.* are powered with 6 cylinders, 9 x 12 Superior Diesels, rated 180 hp. at 400 rpm., sold by Walter H. Moreton Corp. The engines swing 48 x 34 Federal Mogul propellers on 4 1/2" Hathaway bronze shafts, giving a boat speed of 11 knots. Both vessels are equipped with Willard 32 volt batteries, Hathaway 3.5:1 reduction gear steerers with 5/8" copper cable leads, and Hathaway Model 639-40, 18" drum, 350 fm., 3/4" wire capacity winches with starboard upright shaft drive with Kinney clutch. The vessels are fitted with a fuel and lube oil reclaiming system, designed by Hamilton Engineering Co., and utilizing Deluxe and Commercial filters. Aqua-Clear treatment is provided for the fresh-water system in the main engine.

The *Eugene H.* is equipped with a No. 136 Preferred Utilities oil-fired insulated galley range. An additional shack locker is installed in place of the coal bin on this vessel, and there is a double Monel metal sink. The pipe from the galley is fitted with a Hathaway exhaustor.



Left, the 8 hp. Shepard Diesel auxiliary unit on the "Eugene H." Right, the vessel's 180 hp. Superior Diesel.



gn

h pump
plank
n pitch
double
lbs. of
the 10

gth, and
a well
le floor

storage
er there

0" pipe
adjustable
ch twine
here are
are in-
mmoda-

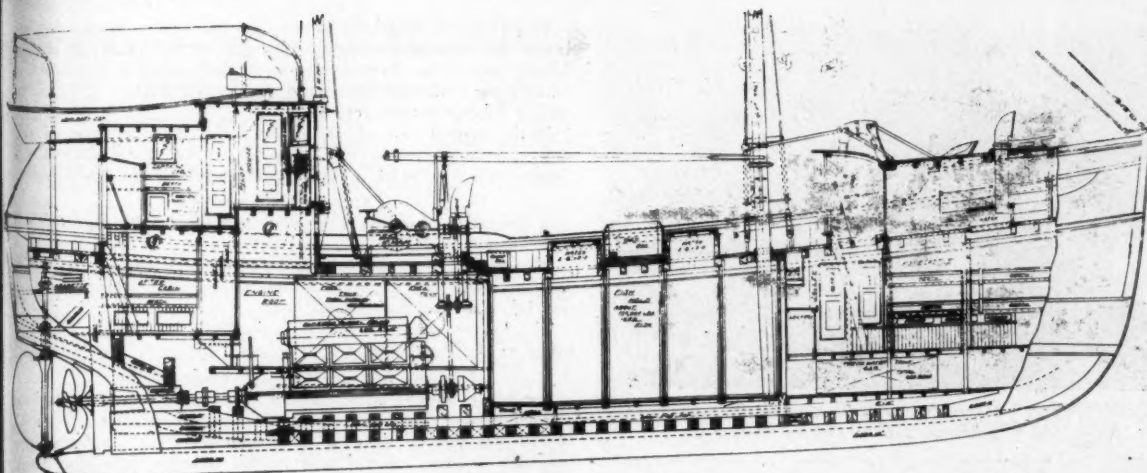
Access
ion way
ay door
Directly
d doors
which is
the main

y square
the house
is placed
the metal
to the
ons the

ground-
sis. She
d light
lass. All

cylinder
sold by
Federal
giving
Willard
ers with
" drum
upright
d with
Hamilton
al filters
r system

Utilitie
locker
there is
is fitted



Inboard profile plans of the 77' "Ethel C." and "Eugene H.", designed by Albert E. Condon, Fairhaven, Mass.

The auxiliary unit on this vessel is an 8 hp., 5 kw. Sheppard Diesel set with air compressor, and 2" pump connected to the bilge in the fo'c's'le, hold and fore and aft engine room sections. In the engine room is located a No. 400 Preferred Utilities hot water heater, which supplies 8 conductor-type copper tube radiators in the cabin, deckhouse and engine room.

Navigating equipment includes a Submarine Signal Co. Fathometer, Bludworth Standard Arrow direction finder and Ritchie compass.

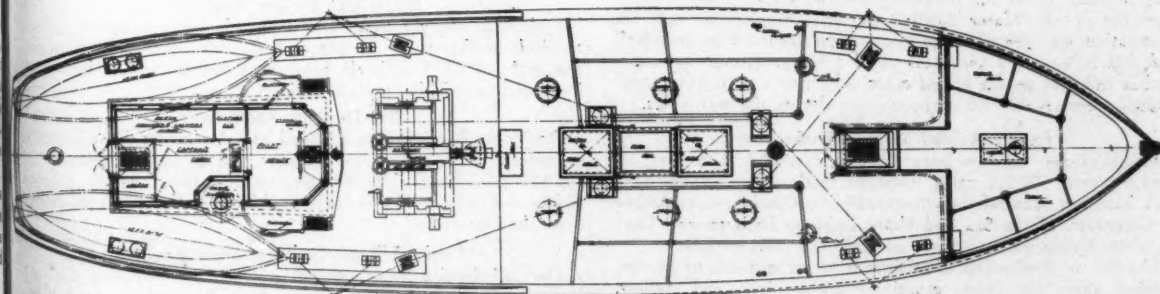
Hot water is provided on deck for winter use, and the toilet is supplied with running water which circulates from the main engine. CO-Two hand fire extinguishers are carried in the engine room and fo'c's'le, and a Maxim silencer is set in a niche in the deckhouse. A Blackmer pump is used for pumping lube oil into the day tank, and a Ross heat exchanger and oil cooler are mounted on the forward bulkhead. The stern bearing is a Goodrich Cutless rubber. Other equipment includes Linen Thread nets, Plymouth cordage, 3 hp. New England fish hoist, two Edson deck pumps, and 200-pound Danforth anchor.

The *Ethel C.* is equipped with a Deseco auxiliary unit, comprising an 8 hp. Lister-Blackstone Diesel, 5 kw. Imperial generator, Goulds pump and Curtis air compressor. There is a Deseco 70 gpm. electric pump for deck washing, and a Deseco

(Continued on page 38)



The 77' dragger, "Eugene H.", recently completed by Newbert & Wallace, Thomaston, Me. She is owned by Rhama E. Philbrick of Rockland, Me., and is fishing out of Gloucester, Mass., under command of Capt. James N. Tucker.



Deck and below deck arrangement plans of the "Ethel C." and "Eugene H."



"Carlo & Vince", owned by Capt. Bennie Favazza of Gloucester, Mass. She is powered with a 150 hp. Wolverine Diesel.

Maine Sardine Packers Receive "A" Awards

BOTH Eastport and Lubec were honored last month in the presentation of the "A" award for outstanding quality sardines, with a maximum of labor co-operation, to the Peacock and Wilson plants.

The R. J. Peacock Canning Company operates two plants at Lubec and one at Eastport. The Company was established in 1918 by the late Robert J. Peacock. Following his death, his son Carrol became president of the company, and his son-in-law, Milroy Warren, treasurer. They have conducted its affairs with marked ability and success, a record which has now received signal recognition in the presentation of the "A" award flag to the company and its employees.

The B. H. Wilson Fisheries has been in business at Eastport for 25 years, having been established in 1919 by Burpee H. Wilson. The "A" flag was presented to Pfc. Donald G. Wilson, who came on a special leave from his training station in the South to deliver the address of acceptance. He handed the flag to employee representatives.

While the "A" award flag is new to the Wilson plant, another merit flag was won nearly two years ago — the Minute Man "T" flag.

In discussing the presentation of the "A" awards to Peacock and Wilson, James A. Abernethy of West Pembroke, veteran secretary of the Maine Sardine Cannery Association, said the Association was proud of the recognition accorded its members, and that it was, in a very real sense, a recognition of the entire sardine industry on the Maine coast, which as a unit, has accomplished a remarkable job of production during the war years.

Expect Record Sardine Production

Maine sardine canners have already exceeded their total of 1943 by some 100,000 cases, although final reports of the 1944 pack have not been tabulated, according to Commissioner Arthur R. Greenleaf, of the Sea and Shore Fisheries Department. During 1943, Maine packers produced 2,353,270 cases of fish.

The rise in production is attributed to an increase of herring supplies along the coast, especially during July and August. August was a banner month when 14,000,000 pounds of fish were caught. Due to the shortage of experienced help many canneries were forced to curtail production although there were plenty of herring to be packed. But in the face of labor and material shortages, the sardine industry has done everything to up production, and it is believed that the total 1944 pack will be comparable to the 1941 high mark of 3,136,276 cases.

A great percentage of the Maine pack has gone to Lend-Lease and the armed forces, but in recent months some production has been released for civilian consumption.

Lobster Production Rising

According to statistics released by Commissioner Arthur R. Greenleaf, the 1944 lobster catch, to date, has exceeded the 1943 yield for the same period by 2,351,834 pounds. The nine months' total, from Jan. to Sept., was 8,848,808 pounds, and for the same period in 1943, 6,496,974 pounds.

Greenleaf attributed the production rise to the increased number of fishermen on the coast. Although the fiscal year for lobster fishing licenses has three months to go the number of applications exceeds the 1943 total by approximately 700. During 1943, 3,790 lobster fishermen were registered.

If the present rate of production holds until the first of the year it is very possible that Maine lobster fishermen will top the twenty-year high mark of 11,500,000 pounds caught during 1943.

Three-Clawed Lobster

A three-clawed lobster was taken in Wheeler's Bay by Bernard Rackliff, Spruce Head.

The shellfish was of legal size and otherwise appeared normal, and the extra claw grew out of the second joint behind the normal left claw and had several joints of its own.

The lobster was able to manipulate all three claws. It was taken to the Boothbay Harbor rearing station for preservation.

Eastport Service Men Get Their Sardines

For many months B. H. Wilson Fisheries have been sending to each Eastport man or woman in the armed forces a gift package of six cans of their special "Treasure Pack" sardines, the only requirement being that if in this country they send their addresses to the Company, or if overseas, send a written request for the gift, in accordance with postal regulations.

Week in and week out, each outbound mail has carried its quota of these gifts, destined to all the far places of the earth where Eastporters are serving at their country's call.

"Helen McColl" Repowered

The *Helen McColl*, owned by Seaboard Packing Co. of Lubec, has been repowered with a Model 35 F 8¾, 120 hp. fresh-water cooled, direct reversible Fairbanks-Morse Diesel.

New Bedford By-Product Plant Approved

DESPITE strong objection from a large group of citizens, the New Bedford City Council has finally granted the New Bedford Fish Products Corp. permission to build a fish dehydration plant. Their action followed a visit to Gloucester where they found nothing objectionable about similar plants there. The proposed plant will have a capacity to handle 500,000 tons of fish refuse per year.

"Barbara" Salvaged and Sold

The dragger *Barbara* which sunk under the Fairhaven bridge during the recent hurricane has been salvaged and moved to Homer's Wharf for reconditioning. The boat has been bought from Leo Pyne by Capt. Edward O. Sanchez of New Bedford.

Investigate Scallop Business

Following charges that New Bedford scallopers were selling at black market prices to out of State restaurants and retailers, the regional OPA officials have been conducting a thorough investigation of the scallop business.

Big Day for Landings

On November 6th New Bedford had the largest day's landings in several weeks when 13 draggers and 2 seiners brought in 305,500 pounds of fish, including 50,500 from the *R. Eugene Ashley*, of which 40,000 were haddock; and 47,000 mackerel from the *Gloucester*.

"Eunice-Lilian" To Have New Engine

The 70' *Eunice-Lilian*, owned by the Eunice-Lilian Co. of New York, and operated out of New Bedford, is to be repowered with a 230 hp. Wolverine Diesel at the Hathaway Machinery Co.

Palmer Scott Gets Third "E" Award

Palmer Scott & Co., Inc., boat builders, have been awarded the third renewal of the Army-Navy "E" Award in recognition of continued effort in keeping up war production, and are now entitled to display three stars on their "E" flag.

Barnstable Production Light

Balfour Bassett, manager of United Cape Cod Cranberry Co. of Barnstable, Mass., reports that because of the lightest catch of whiting and mackerel in 15 years, his company has handled less than 1,000,000 pounds this year, which is about one half the average production. Fishermen attribute the falling off in catch to the dropping of depth charges by the Navy, which has killed many fish, and broken up schools.

Dragger "Carmela Maria" Has Ample Speed

THE trim new 64' dragger *Carmela Maria*, built by Willis J Reid & Son, Winthrop, Mass. for Capt. Peter and Frank Bertolino of East Boston, was placed in commission last month. On her second trip the vessel caught 26,000 lbs. of fish in three days' time, after which she found it necessary to tow another vessel to port.

The vessel was built from the 60' Eldredge-McInnis design used for the Gloucester dragger *Santa Lucia*. The *Carmela Maria* was lengthened 3 frames and made one streak higher. Her beam is 15'2", and draft is 7'. Keel, stem and stern timber are oak sided 8", shaft log is sided 12" and fitted with a 3/16 lead sleeve, and frames are 2 1/2" double sawn oak, spaced on 10" centers. Clamps are 2 1/2" x 6", through bolted and alternately drifted to frames and 3 x 4 shelves. Planking is 2" stock, fastened with 3/8" galvanized hatch nails, with heads plugged. The boat is ceiled with 1 1/2" stock from stem to stern. Strong deck beams are 4 x 4, with auxiliary and half beams 2 3/4 x 3 3/4. Decking is 2 x 3 1/2 fir.

The fo'c's'le is well supplied with locker space, and contains 8 bunks. There is a well-fitted galley with Shipmate stove, and a ventilator escape hatch. The deckhouse is situated over the engine room trunk and contains the wheelhouse with Kelvin-White compass, and the adjoining stateroom with 2 bunks. The engine room companionway is located in the after end of the deckhouse, and has access from the stateroom. The Hathaway winch, operated through a Twin Disc clutch, is situated on the forward end of the trunk. There are 6 glass air ports located



The 64' Cummins-powered "*Carmela Maria*", owned by Capt. Peter and Frank Bertolino, Boston; built by Willis J. Reid & Son, Winthrop, Mass.



From left to right: Capt. Frank Bertolino, skipper and co-owner of the "*Carmela Maria*"; Mrs. Frank Bertolino; and Capt. Peter Bertolino, co-owner.

forward, port and starboard in the trunk. There is a lazarette in the transom stern, with hatch.

The fish hold, with a capacity of 75,000 lbs., has interchangeable 1 1/2" pen boards, and concrete floor with pump well and gurry trough. The water-tight bulkheads have double diagonal 2" pine sheathing with canvas between layers, and are stiffened with oak and fitted with watertight collars. There is an Edson bilge and deck pump, arranged to pump from suction in the fish hold.

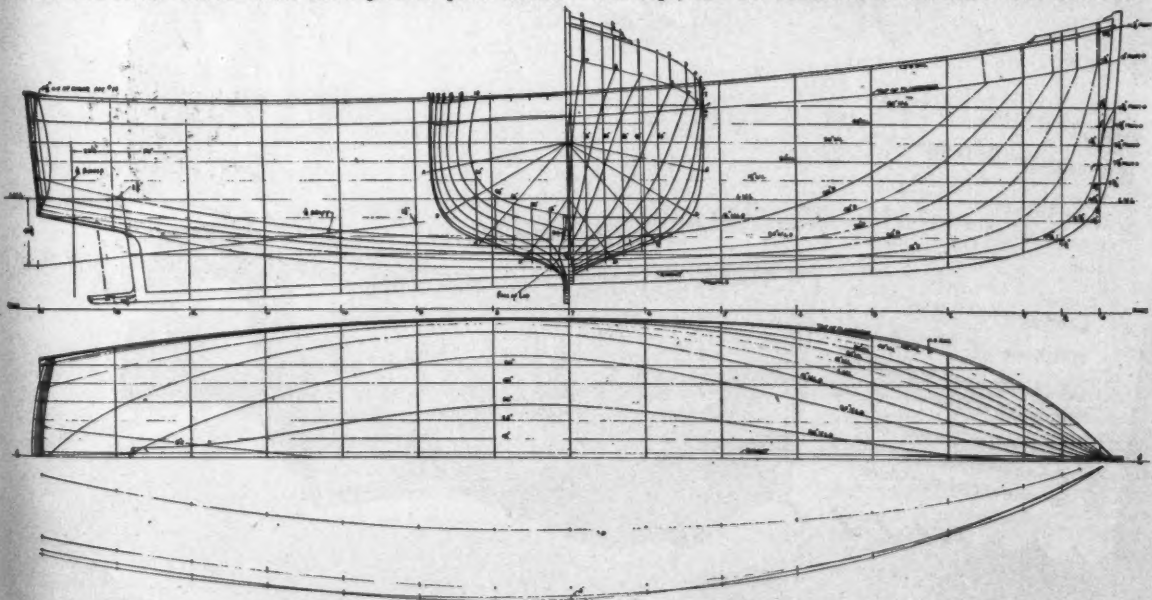
The engine room is fitted with a berth for the engineer, and has a fuel oil capacity of 1,000 gallons, carried in 4 tanks, the forward one holding 270 gallons and the after ones 230.

The *Carmela Maria* is powered with a Model HMRS 602.5 super-charged Cummins Diesel, rated 130 hp. at 1500 rpm. The engine is fitted with a Detroit Gear Division, Borg-Warner Corp., 2.5:1 reverse reduction gear; Model 1842 Synchro-Start safety control, Kraissl salt water strainer, Deluxe fuel and lube oil filters, Reliance tachometer and Sperry hydraulic throttle control.

The engine swings a 40 x 24 Columbian propeller on a 3" bronze shaft, giving the vessel a speed of 11 1/2 knots. The Maxim exhaust silencer is located in a niche in the after end of the deckhouse, fitted with a water-cooled bronze deck plate.

Steering gear is of Edson make, consisting of a bulkhead type reduction gear installation with under deck wire leads to the quadrant, fitted with turn buckle take up.

Battery equipment consists of 2 sets of 30 volt Surrlette units, as well as a 6 volt battery used for a United deck hoist engine. Westerbeke Fishing Gear Co. supplied the nets and Roebling wire rope, and the vessel will be lubricated with Gulf oil.



Lines and body plan of the "*Carmela Maria*", drawn by Eldredge-McInnis, Inc.

Powering Every Land



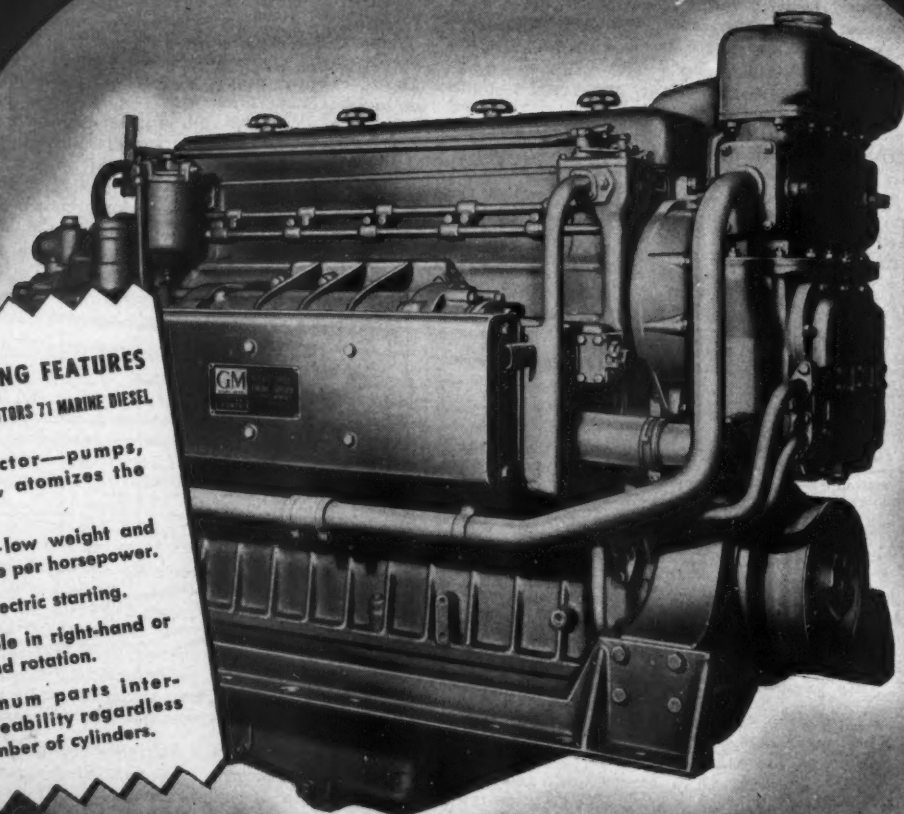
LCVP— powered with 1 General Motors 71 Marine Diesel.



LCI— powered with 2 Quads (8 General Motors 71 Marine Diesels).

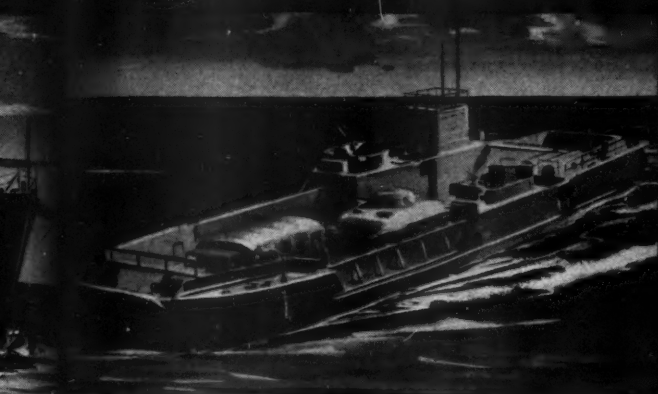
OUTSTANDING FEATURES OF THE GENERAL MOTORS 71 MARINE DIESEL

- ☆ Unit injector—pumps, measures, atomizes the fuel.
- ☆ 2-cycle—low weight and small size per horsepower.
- ☆ Quick electric starting.
- ☆ Available in right-hand or left-hand rotation.
- ☆ Maximum parts interchangeability regardless of number of cylinders.



The Army-Navy "E" for efficiency in war production flies proudly over the

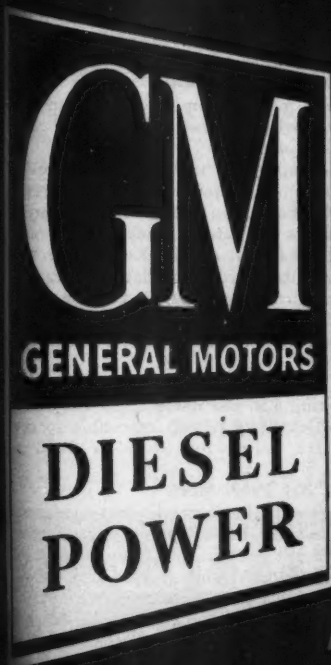
...ing Craft Made Today



...diesels).
LCT—powered with 3 General Motors 71 Marine Diesels.



LCM—powered with 2 General Motors 71 Marine Diesels.



ENGINES ...15 to 250 H.P. ...DETROIT DIESEL ENGINE DIVISION, Detroit 23, Mich.

ENGINES ...150 to 2000 H.P. ...CLEVELAND DIESEL ENGINE DIVISION, Cleveland 11, Ohio

LOCOMOTIVES ELECTRO-MOTIVE DIVISION, La Grange, Ill.

Va., Md., and N. C. Show Record Production

FISHERMEN of the tri-state area, Virginia, Maryland, and North Carolina, have come through with record production, despite their many handicaps, Dr. H. F. Prytherch, area coordinator of fisheries, said while on an official visit to the Virginia Fisheries Commission. He pointed out that almost every producer has from 15 to 20 problems brought about by war. These include loss of boats, loss of manpower, and loss of some 300 square miles of fishing grounds in Virginia, Maryland and North Carolina.

The average fisherman is producing 58,000 pounds of food a year as compared to the average of 33,000 pounds produced by the farmer per year. In special instances many of the fishermen individually produce some 100,000 to a million pounds per man.

Dr. Prytherch called attention to the menhaden industry at Reedville as one of the greatest specialized phases of the industry. Thousands of pounds of fish meal, a vital element in animal feeding, is being produced for farmers, and millions of gallons of oil is being supplied through it for the war industry.

Trotlining and Crab Potting

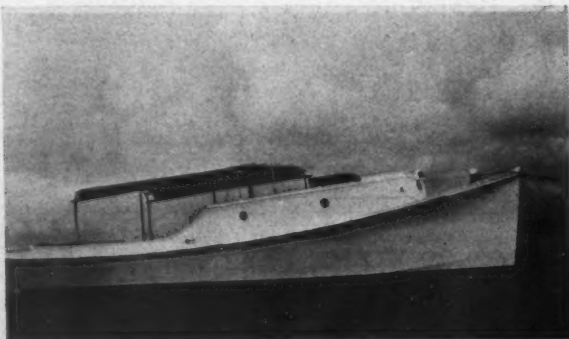
Trotlining and crab potting are at their best in Tangier waters. Crabs are on the move, migrating to the hibernation grounds. Tangier crabbers are capturing thousands of these moving crabs. Recently Capt. Peter Crockett, a potter, caught 700 pounds of crabs in Cod Harbor at the southern end of Tangier and sold them at 3c a pound.

Tongers Converting to Dredgers

Owing to the scarcity of oysters and the strictness of the cull law, tongers on the Potomac River are returning to trotline or set crab pots in Tangier waters. The tongers that are still on the river are converting their boats into hand-dredgers and are working the oyster rocks at night. Thus far they have done but very little better than the tongers. However, dredgers are making big catches on the Maryland side of the river, from



Capt. George C. Turner strikes a "lick". He is filling a pair of oyster tongs on oyster bars in the Pocomoke Sound near Crisfield. He is using Crisfield pattern Briddell-made tongs.



The "Jackie Fay", owned by H. D. Burrus of Norfolk, Virginia. She is 40'4" x 10' x 4', and is powered with a 70 hp. Kermath motor turning a Hyde propeller. She uses Plymouth rope and Ederer nets.

Swan Point down to its mouth. They are catching from 50 to 100 bushels of oysters a day and selling them at \$1.85 and \$2.00 a bushel.

Trout and Spot Fishing Good

Pound fishing for trout this fall has been very good. The catches have not been so large, but prices for any sized trout have been high. Recently Capt. J. W. Pruitt caught 250 pounds of trout in one trap on Horse Hammock, and sold the catch for 20c a pound.

Spot this season are among the largest ever caught. Most of them weigh 1½ pounds. Capt. John Pruitt of Tangier captured 800 of these large spot in the mouth of the Wicomico River on the western shore of Virginia.

Norfolk Area Landings

Norfolk area landings for the month of October were 1,071,000 lbs., representing a decrease of 385,000 lbs. from September landings, and an increase of more than 90% over October landings of last year. Gray sea trout led the varieties with a total of 413,000 lbs., followed by spot with 306,000 lbs. Croaker landings decreased 441,000 lbs. from September, while landings of spot increased 3,000 lbs., and gray sea trout showed an increase of 59,000 lbs.

Maryland Commission Makes Annual Survey

THE Maryland Tidewater Fisheries Commission made its annual survey of Chesapeake Bay oyster bars, and reported that the 1943 set of oysters generally was good, and that the set was particularly good on Old Rock and Kent shore. David H. Wallace, administrative assistant of the Tidewater Fisheries Department, said that seed transplantings to the north end of Poplar Island and Love Point showed extremely rapid growth. He added, however, that oysters set in 1943 were only three inches in size now, and thus were not ready for commercial marketing. The Commission's survey included all bars from the north end of Poplar Island down to Sandy Point on the western shore.

A request to the Cedar Point naval air station to permit dredging on Cedar Point bar has been made by the Commission. The 5,000-acre bar has been closed by the Navy for two years as a restricted area.

Oyster Dredging Season Opens

The oyster dredging season in the Maryland waters of the Chesapeake Bay opened on November 1st. It is expected that the season will be an excellent one.

Reports indicate that the supply of marketable oysters in the tongers' areas is comparable to the stock available in former years. On the other hand, production from dredgers' areas probably will be somewhat below the catches made in late years. Since under-sized oysters are abundant on the Kent Shore and in other sections of the Bay, it is probable that no areas of major importance will be opened for dredging. On the Kent Shore practically no oysters are available above the 3 inch minimum limit, and for this reason the area will remain closed this year.

The greatest handicap in the oyster business is the shortage of labor. Shuckers are receiving 60c, the union scale, and some packers are paying 75c a gallon. It is almost impossible to get enough shuckers. Oysters are selling for \$1.65 to \$2.50 a bushel, in the shell.

Chesapeake Bay Panel Meets

The Chesapeake Bay panel of the Atlantic States Marine Fisheries Commission met recently in Annapolis, Md. Edwin Warfield, Jr., Maryland Fisheries Commission chairman, and Charles Lankford, Commissioner for Virginia, agreed that means must be taken to bring about increased production of the blue crab, on which the industry must depend to capture the canned crabmeat market, previously dominated by the Japanese.

Soft Crab Season Closes

The soft crab season in the waters of the Chesapeake Bay closed on October 31st. Similar action was taken last year when the Fisheries Commission operated under the provisions of a 1936 special-session legislative act authorizing the agency to drop November from the legal season anywhere except in Worcester County.

RAILWAY ACCOMMODATIONS FOR ANY SIZE WOODEN FISHING BOAT



65 ft. Dragger for Capt. Knute Knutesen of New Bedford

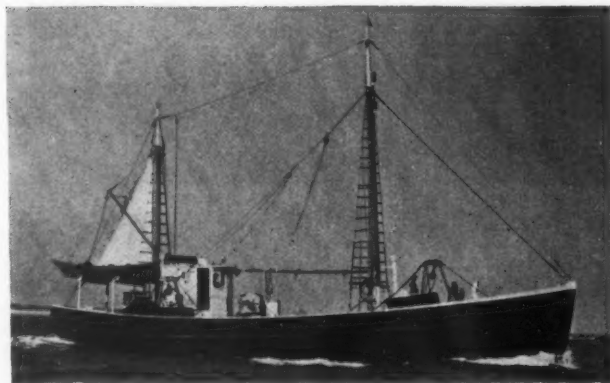


Complete Plans and Estimates Available
At Camden for 65, 75, 85 and 95' Draggers

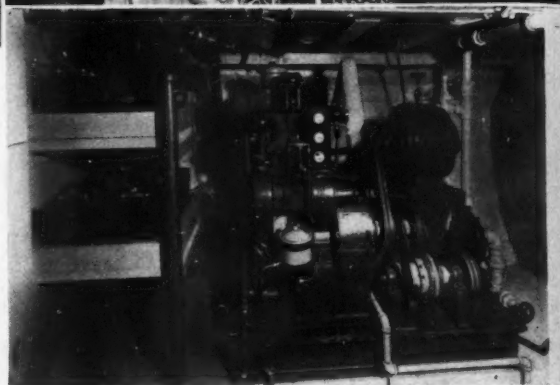
CAMDEN SHIPBUILDING & MARINE RAILWAY CO.

CAMDEN, MAINE

The Largest Wooden Shipbuilding Yard in New England



The 71' dragger "North Star" of Atlantic City, built by Stowman Shipyards, Inc., Dorchester, N. J. Upper right, her launching party, showing from left to right, Capt. Carl Tobiason, co-owner; his daughter; Mrs. Carl Tobiason; 1/c Machinists Mate Haines; Mrs. Aksel Haines, sponsor; and Capt. Aksel Haines, skipper and co-owner. Lower right, vessel's 8 hp. Sheppard Diesel auxiliary unit, and 32 volt Exide batteries.



"North Star" of New Jersey An Efficient Dragger

DESIGNED and built for efficient fishing with modern accommodations and complete equipment, the new 71' x 17'4" dragger *North Star* recently started operations off the New Jersey coast.

The vessel is owned by Captains Carl Tobiason and Aksel Haines of Atlantic City, and was built by Stowman Shipyards, Inc., of Dorchester, N. J. She was designed by Eldredge-McInnis, Inc., and is built from their *Catherine & Mary* model. Accommodations are provided for 10 in the fo'c's'le, 2 in the after cabin and 1 in the pilot house.

The *North Star* is powered with a Model 1879, 171 hp. Buda Diesel with Twin Disc 3:1 reduction gear, and Maxim silencer. The engine swings a 58 x 34 Columbian propeller on a 3 1/2" Tobin bronze shaft, giving a boat speed of 9 knots.

The vessel is equipped with a Sheppard Model 7 Marine auxiliary unit, which comprises an 8 hp., 900 rpm. Diesel, a 2 kw. generator, a Deming centrifugal pump, and a built-in heat exchanger. A pulley drive is provided for the fish hoist, and both the pump and hoist are clutch operated.

Navigating equipment includes Edson steering gear, Kelvin-White compass, and Submarine Signal Fathometer.

Other equipment includes a Hathaway winch operated through a Kinney clutch, Shipmate range, 32 volt Exide batteries, Pyrene and C-O-Two fire extinguishers and Danforth anchors. Pettit paints were used on both bottom and topsides.

The Stowman yard is now completing a 75 ft. dragger for J. J. Lauson of Hampton, Va.

Delaware Menhaden Boat Being Repowered

Consolidated Fisheries Co., Lewes, Delaware, are repowering a menhaden boat with an Enterprise DMG-6, Diesel engine, rated 400 hp. at 400 rpm. The boat is being reconstructed at the Brown Marine Ways.

Connecticut Starfish Survey

DURING October the semi-annual survey of the distribution and occurrence of starfish on Connecticut oyster beds was conducted by Milford Biological laboratory with the State boat *Shellfish*.

Analyses of the data obtained indicate that the starfish population of the New Haven area and of the section between Merwin Point and Charles Island showed a very sharp reduction in number. It appears that at present the oyster grounds of New Haven Harbor, north of the breakwater, are almost absolutely free of these pests. In deeper water of this section starfish are found only in very small numbers. The same may be said of the section between Merwin Point and Charles Island, where starfish

are either entirely absent on many lots or present in comparatively small numbers. The next section, however, which is confined between Charles Island and Stratford Point, remains very heavily infested. There is a possibility that this group of animals may migrate in a westerly direction and eventually overrun the natural oyster beds, as well as the privately owned grounds of the section confined between Stratford Point and Penfield Reef.

The Bridgeport section showed a further decrease in the starfish population. Of special significance was the disappearance of a large group of starfish which was found east of Black Rock last Spring.

Diesel Power for "I. E. Brown"

The 72' oyster boat *I. E. Brown*, owned by F. F. Brown & Son, New Haven, Conn., is being converted from steam to Diesel power, and will be equipped with a 210 hp. Wolverine engine. The boat was built in 1906 at Tottenville, N. Y.

Fishery Council Publicity

THE Fishery Council doesn't miss a single opportunity to publicize and popularize fish. Metropolitan newspapers and radio networks are kept supplied with market reports, news, recipes, and all sorts of information regarding the production and merchandising of seafood. Seasonal varieties are featured by food writers and commentators. Council information on heavier or scarce supplies is furnished papers and radio.

Tours through Fulton Market are conducted for Dietetic and all other interested groups. Magazines are aided in writing stories and taking pictures. Even the strike of fish handlers was capitalized; it got excellent press and radio coverage. No avenue of approach to make the public fish conscious is neglected. Recipe books, display cards, cartoons, etc., all play their part. The Fishery Council is an energetic and tireless publicity bureau.

New Hampshire Plants Lobsters

THE New Hampshire Fish and Game Department is planting 68,000 lobsters along the State's coast. Director Ralph G. Carpenter said this is the first time such an experiment has been carried out by his department. Female seed lobsters were hatched at the Government plant near Gloucester, Mass., and planted by conservation officers.



Homeward Bound ... with an extra day's catch

AFTER several days at sea, this trawler is headed back to port.

The fishermen are tired—their fingers knotty from laying and hauling nets and trawls. They want to get home quickly—with as little effort as possible.

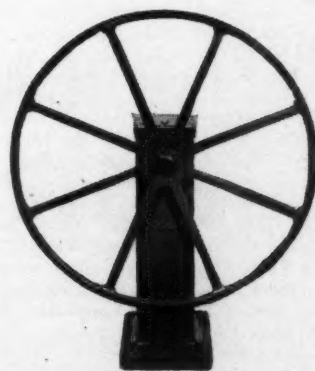
For years these men have had to steer by hand, wrestle with the wheel in rough seas. Now, finger-tip steering, even in the toughest weather, is a welcomed addition for a trawler's weary crew.

A trawler skipper recently wrote that with his Sperry Steering System, turning the wheel from hard right to hard left—a task formerly requiring minutes by hand—is done electrically

in 11 seconds. Due to this improved maneuverability with the Sperry Steering System, the time saved in setting and picking up nets is equivalent to an extra day's fishing in the course of a week!

Finger-tip steering is furnished by the Sperry Electro-Mechanical System—providing virtually effortless power steering, yet permitting instant shift-over to manual steering in case of power failure—or by a simple controller type for power steering only.

At present, most Sperry Steering Systems are going into ships headed for war duty. That's why there sometimes is delay in filling commercial orders.



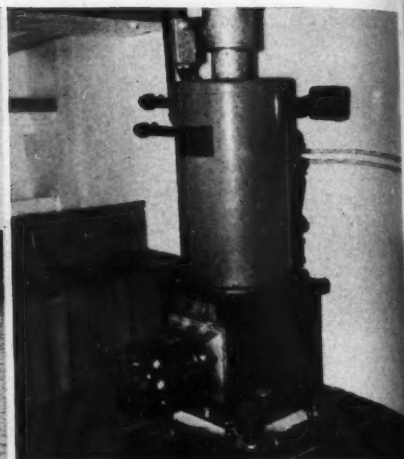
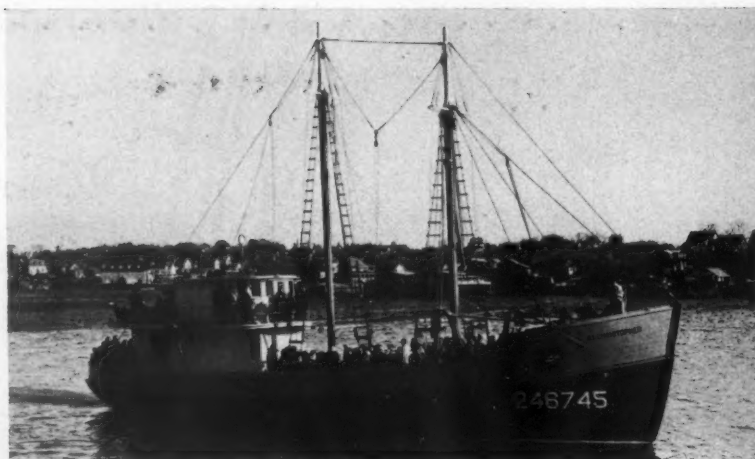
The Sperry Electro-Mechanical Steering System is economical, rugged, and dependable. In the case of 32 installations where careful records were kept, maintenance costs for this equipment averaged only eight dollars per year.

Sperry Gyroscope Company

INC.

GREAT NECK, NEW YORK • DIVISION OF THE SPERRY CORPORATION

GYROSCOPICS • ELECTRONICS • RADAR • AUTOMATIC COMPUTATION • SERVO-MECHANISMS



The new 95' Gloucester dragger "St. Christopher", built by Reed Bros., Boothbay Harbor, Me., for Capt. Philip Filetto. Upper right, the Preferred Utilities No. 400 oil-fired hot water heater in the vessel's cabin, which heats the deckhouse, engine room and after quarters. Lower left, engineer Eddie Cornier, standing beside the vessel's 300 hp. Atlas Diesel. Lower right, her 8 hp. Deseco Lister-Blackstone auxiliary set.



Gloucester Fish Exchange Handling All Landings

FOLLOWING the recent establishment of an exchange for selling mackerel, the Atlantic Fishermen's Union on Nov. 1 opened a new selling room near the Gloucester Fish Pier for the sale of all fish coming into the port. The first sale was the 56,000 lb. trip of the *Lady of Good Voyage*, Capt. Manuel Rocha, Jr. to Dominic Ventimiglia of United Seafoods Corp.

Because of the apathy of some of the dealers who felt that the exchange should be operated by a cooperative board of dealers, boat owners and the Union, selling got off to a slow start. However, on the second day 9 buyers were present to bid on five trips, which were sold in 30 minutes.

Later an amicable understanding was reached at a meeting of the Gloucester Fisheries Assoc. dealers, Atlantic Fishermen's Union, Gloucester Seafood Workers Union and Gloucester Fishing Vessel Owners Assoc., when temporary rules were drawn up.

Under these rulings a skipper has the right to sell his trip to the firm of his choice, providing that firm has bid as high as the highest bidder.

The selling room opens at 7:15 in the morning followed by selling periods at 9:15 and 11:15, with the final selling hour at 3 o'clock in the afternoon on all days except Saturday, when it is 11:15 o'clock in the morning. The selling room is not open on Sundays.

Gaspar's "Estrela" Launched by Robinson

The 113 ft. dragger *Estrela*, owned by Capt. Joaquin Gaspar of Gloucester, was launched by the W. A. Robinson Shipyard, Ipswich, October 26. She was christened by the owner's daughter, Mrs. Mary G. Shanahan before a record gathering of 1500 spectators. The vessel will be powered with a 600 hp. Atlas Diesel, the largest engine ever to be installed in a Gloucester wooden fishing vessel.

"Blow" Now Gloucester Dragger

The former Boston trawler *Blow* has been sold by General Seafoods Corp. to Com. Lawrence C. McEwen, U. S. N. R., of

Gloucester. She resumed fishing late last month, under Capt. Robert Fralic, after being out of commission for 6 months because of a lay dispute. General Seafoods contended she should have a 50-50 trawler earnings lay, while the Union argued for a 60-40 dragger split which favored the crew.

Vacations Between Trips Lifted

At a meeting of Atlantic Fishermen's Union on November 1 it was voted to lift the five-day vacations between trips for red-fish and groundfish draggers. The five-day hold-over between trips was put into effect by the Union in July. At that time freezing and cold storage facilities were inadequate to handle the large amounts of fish then being landed.

At another meeting of the Union on November 4 it was voted to abolish the 50,000 pounds per trip limit for mackerel seiners.

"Ida & Joseph II" Sunk

The 66' whiting dragger *Ida & Joseph II*, Capt. Frank Graffeo, sank off Thacher's Island early this month after ramming a submerged wreckage under full speed. The boat was torn open below the waterline, and despite the pumping efforts of her 4-man crew, she went down in a half hour. The crew rowed to the Isles of Shoals. The dragger, owned by Capt. Joseph Cottone, was built in Florida early last year.

"G. N. Soffron" Scalloping in New Bedford

The Gloucester dragger *G. N. Soffron*, owned by Soffron Bros. of Ipswich, has been converted from dragging to scalloping, and is now scalloping out of New Bedford under command of Capt. John Erickson.

"Nyoda" Changes Hands

The 71' dragger *Nyoda* has been sold by Capt. Hubert Cluett to Capt. Frank Frontiero, skipper of the *Old Glory*. Capt. Cluett will be the new skipper of the *Old Glory*.

Cannot Omit Ice Deduction

The OPA has warned Gloucester fish buyers that offering to omit the deduction of five per cent from the gross stock of red-fish would constitute a violation of the OPA ex-vessel price ceiling regulations and would be subject to penalty.



A noteworthy display for floor, counter, wall or window, reproducing an original oil painting of a typical Maine lobsterman, by the eminent artist, Revere F. Wistehuff. Lithographed in 8 colors, varnished for brilliance and protection. Size 26" wide by 33" high, with easel back.



ALSO: For restaurants and hotels: Menu stickers as reproduced here; printed in 2 colors; spot gummed for easy attachment to your own menus. Specify quantity when you order displays.

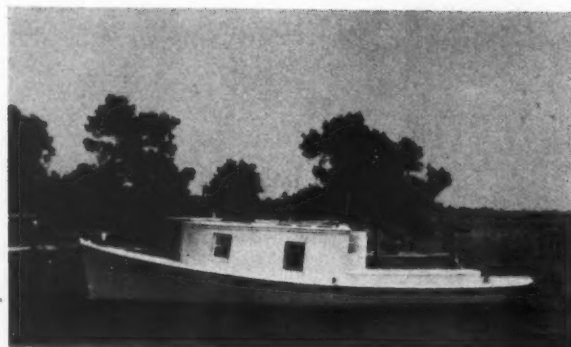
TO HELP YOU SELL MORE STATE OF MAINE LOBSTERS

Every restaurant, hotel and wholesale or retail seafood market handling Genuine State of Maine Lobsters should have this display. They are available to you without cost, delivery charges prepaid. Indicate on your request the names of the seafood wholesalers who supply you, or your Maine Lobster shipper if you buy direct.

Send requests to Maine's Merchandising and Advertising Counsel,
Brooke, Smith, French & Dorrance, Inc., 52 Vanderbilt Ave., New York 17, N.Y.

THESE DISPLAYS ARE NOW READY FOR SHIPMENT

MAINE DEVELOPMENT COMMISSION PRODUCTS DIVISION, AUGUSTA, MAINE
IN COOPERATION WITH THE MAINE DEPARTMENT OF SEA AND SHORE FISHERIES



The long haul net boat "Florence" of Lukens, North Carolina, is 38' x 11' x 3' and is owned by J. A. Hardy, Randolph Hardy, and William Pittman. She is equipped with Hyde propeller, Plymouth rope, Linen Thread nets, and uses Gulf Pride oil.

Washington Meeting

(Continued from page 20)

exceeded. However, there is no possibility of meeting the requirement of 816,941,000 pounds.

"It is estimated that the production of fresh and frozen fish during the current year will total about 1,375,000,000 pounds on a round weight basis. This is an increase of nearly 50,000,000 pounds over the 1943 production and is about 175,000,000 pounds above the revised requirements. The gain in the production of this item is largely the result of increased landings at New England ports, which are currently running about 30,000,000 pounds ahead of 1943 landings. That the production of fresh and frozen fish has exceeded requirements is indicated in holdings of frozen fishery products which are about 30,000,000 pounds greater than a year ago.

"It is expected that the 1944 production of fish meal will total about 190,000 tons—approximately the same as in the previous year.

"At one time there were approximately 700 fishing craft removed from fish production for military use. Among these were the most productive units of our fishing fleet. The construction program of military vessels has made it possible gradually to return fishing craft to the industry. Today we estimate that nearly 50 percent of these vessels have been or are in the process of being returned to the fishing industry.

"Most of the new fishing craft now under construction will be far more efficient than the prewar fleet. It is reasonable to anticipate then that improved efficiency in fishing operations plus a conservative estimate of a 10 percent increase in the size of the fleet is certain to result in an increase of production capacity of about 20 percent over the prewar potential.

"Furthermore, it appears that greater fish supplies are in store in the form of imports from such war-expanded fish producers as Newfoundland and Iceland when their present markets in the United Kingdom are curtailed by the return and expansion of the English trawling fleet. Canada likewise will be seeking market outlets in the United States.

"Our per capita consumption could be and should be greatly increased. We need also to study the possibilities of expanding our export markets for fish.

"The Bailey-Bland Resolution which became Public Law No. 302, last May 11 directs our Service to make a survey of the fishery resources of the United States, its territories and possessions. We are required to complete and deliver the report on this study by January 1.

"The material is being prepared at our field stations, and edited and put into final form in our Washington office. In this way, it will be a product of the collaboration of some twenty-five authorities in the fields of fishery technology, economics and biology. For every one of our fishery resources that has any important economic value, our report will show a distribution map, will discuss present and potential importance, describe methods of catching and utilization, give data on abundance, and make pertinent recommendations on the exploitation or utilization of the resources as are indicated by present facts."

North Carolina Has Record Haul

THE largest catch of fish ever to be taken in a single haul net on the North Carolina coast was made recently at Salter Path on the Bogue Banks.

Over 200,000 pounds of spots were taken from the net, and another estimated 50,000 pounds were allowed to escape because sharks were damaging the net.

The haul brought 4c a pound, with the money divided among 25 co-operating fishermen, or \$320 each.

Placed at night, the 500-yard net in the morning was found to be full of a school of spots. It was impossible to haul the quarter-million pounds of fish in, so smaller nets were cast into the big net, and the fish removed at the rate of about 40,000 pounds per haul. After three days of work, it was found that sharks were tearing great gaps in the net, and the Salter Pathians reluctantly allowed the remainder of the spots to escape and brought in the gear.

Menhaden Oil Yield

The yield of oil from the Atlantic Coast menhaden fishery is slightly under last year's figures—4,437,406 gallons compared with 4,751,850—but with the season of heavy production in the important North Carolina fisheries just opening up, it is considered possible that much of the deficit may be made up.

Boston's "Rosalie D. Morse" Fishing

THE new 96 ft. Boston steel dragger *Rosalie D. Morse*, built by Somerset Shipyards, Fall River, Mass., landed her first trip of 140,000 lbs. on Oct. 30, stocking \$11,500. She is owned by Hosmer Fishing Corp., skippered by Capt. Bernard Wolf, and powered with a 320 hp. Fairbanks-Morse Diesel.

"Belmont" Has Big Trip

The trawler *Belmont*, owned by Usen Trawling Co., hailed for 330,000 lbs. on November 7 from a 12-day trip, stocking about \$27,000.

Repowering "Sea Hawk"

The 75' *Sea Hawk*, owned by Mrs. Pasqualina Castro of Boston, is being repowered with a 210 hp. Wolverine Diesel.

Reid Repairing Three Boats

Willis J. Reid & Son, Winthrop, are repairing the *Fannie Parnell* of Provincetown, which was damaged in the hurricane. The *Santina D.* of Boston is having her fish hold rebuilt and being equipped with a new Hathaway winch. The *Squantum* of Boston is being fitted with new fo'c's'le and engineer's quarters.

Dragger "Camden"

(Continued from page 21)

The pilot house is designed for clear vision, with 4 windows forward. The adjoining stateroom contains 2 bunks on the starboard side, chart table and seat locker. The stateroom floor is on the deck level, while the pilot house is elevated 20". Engine controls are located in the pilot house, as is the Kelvin-White compass and Edson bulkhead type reduction gear steerer which is connected with cable leads under deck to a 30" quadrant.

The engine room companionway is located in the after port side of the deckhouse, while the toilet is located amidships aft. There is a port light on either side of the trunk providing light and ventilation for the engine room. Life dories are carried atop the stateroom, and the after mast, which is stepped on the floor of the stateroom, is fitted with a dory boom.

The *Camden* is powered with a Model 35 F 8 $\frac{3}{4}$, 120 hp. Fairbanks-Morse Diesel, direct reversible, with fresh water cooling. The engine swings a 46" Columbia propeller through a 2 $\frac{1}{2}$ " shaft with Hathaway stern bearing. Electrical equipment includes a set of 16 cell, 32 volt Gould batteries and a 1 $\frac{1}{2}$ kw. Fairbanks-Morse generator, belt-driven off the main engine fly-wheel.

There are 2 bunks aft, and a hot water heater in the engine room supplies 2 radiators in the pilot house and one in the stateroom. Deck gear is of Hathaway make, as is the 350 fm. 1 $\frac{1}{2}$ " wire capacity winch, which is driven through a Kinney clutch. A Fairbanks-Morse Z engine drives the fish hoist.

The vessel is equipped with heavy rigging, having wire shrouds with wood ratlines. Fuel capacity is 1600 gallons, which represents a two weeks' supply.



"I hear the war's practically over...back home!"

PROBABLY it's only natural for us here at home to feel that the war's almost won, the way the good news has been pouring in.

But the war's not over for *him*—not by a long sight! And he's just one of a few million or more that will stay over there until they finish the bloody mess. Or kill time for a few months—or years—in some hospital.

What about *you*?

This is no time to relax. No time to forget the unfinished business. It's *still* your war, and it *still* costs a lot.

So dig down deep this time. Dig down till it hurts, and get yourself a hundred-dollar

War Bond over and above any you now own—or are now purchasing. This 6th War Loan is every bit as important to our complete and final Victory as was the first.

Don't "let George do it"—get *yourself* that *added* bond and help finish a magnificent job *right*. The quicker you reach down deep, the better you do *your* job for war, the more you'll contribute to ending the fight. And the quicker they'll come back—the guys that can *still* be killed.

After all, you're safe and sound and *home*. That's worth another hundred-dollar bond to you, isn't it?



Buy at least one extra \$100 War Bond today!

ATLANTIC FISHERMAN, Goffstown, N. H.

Navy Tug Skipper Relates Hurricane Experience

THE skipper of one of the Navy tugs built by Frank L. Sample, Jr., Inc., Boothbay Harbor, Maine, sent a letter to the yard regarding his experience in the September 13 hurricane. Excerpts from the letter follow.

"We were headed south, making every endeavor possible to beat around the edge of the hurricane and just about had it licked when we got orders to go to the rescue of a destroyer that sank and which you no doubt read about in the papers. Well, that was one of the toughest decisions I have ever had to make in my life—even if it was on orders. It was heart-breaking to spend two days outguessing the damn storm and finally feeling that you had gotten fairly well around it and then have to head right back plumb through the middle of it. And it so happened that the center was directly between us and the destroyer. We tried to hedge by tacking south with the intention of making our easting after the worst had passed, knowing that we would not be of much use in the worst of it. Unfortunately, this placed us in the trough of a bad beam sea in a few hours, and I decided to try to make the easting first and then head south, the wind then being in excess of fifty knots.

"The last report we got while on this course showed the center to be passing about one hundred miles astern of us, but in spite of still hoping, I was pretty sure by then that we were in for the worst. I considered turning and trying to run out of it as despite all the reports we appeared to be in the left hand semi-circle, but it was so bad by then I was afraid of broaching in the turn, and the old girl was behaving beautifully, hove to with the wind about four points on the bow, making turns for about six knots with the rudder hard up, so I decided we would just have to ride the worst of it out and trust to the ship to take it, which she did admirably.

"Had all the crew sent below, everything battened down and four of us officers stayed on the bridge. Soon realized that my worst expectations were none too pessimistic. The glass started to drop at the rate of .25 and on up to .50 inches per hour. The wind increased and finally reached a peak of about one hundred and twenty knots. The seas were mountainous and confused, and the foam and spray were being beaten up to fifty or a hundred feet in the air. The gasoline drums flew out of their stowage racks without even breaking their lashings and lighted on the main deck to join four drums of lube oil, two three inch salvage pumps, and about fifty percent of the deck gratings from the passageways. Well, it was a sight—all this gear sloshing from side to side on the main deck, but there was not a damn thing that could be done about it without killing a few men.

"About two-thirty the sky showed blue overhead, and the wind went dead calm, the barometer jumped clean off the scale dropping one inch in the last hour to approximately 2650—the lowest I have ever seen and ever hope to see. The seas were higher than ever and were in a wild state of confusion. There were a lot of birds flying around in the center that had been caught and sucked in. The feeling of depression in the extremely low pressure was terrific, and I could not wait to get out into the wind again. It took us about an hour and one-half to work across the center, and then she hit with a bang on the other side. This time it blew up in excess of 130, which figure is not just my guess but was officially recorded after the storm was much farther north than we hit it. About this time the forward motor launch falls, girders, and skids were carried away by a heavy sea breaking across the boat deck, and she was hanging by the after falls bow in the water. So we cut loose the after falls and let her go. This helped a good deal as it lightened the leeward side considerably. The wind and sea maintained their intensity a good deal longer on this side of the storm and it was a good ten hours more before we got out of the danger area.

"So much for the storm. About the ship: she never took one green sea over the bow, the nearest thing to it being one that bent in the raised steel bulwarks right up at the head of the stem. She never rolled down more than forty-five degrees, and she never made more water than the regular fire and bilge pump could take care of and I think most of this was coming through the decks and topsides. We took one sea down through the



YMS boat constructed at Frank L. Sample, Jr., Inc., shipyard, Boothbay Harbor, Me.

stack which put the fires out (a mighty tense moment) but the boys stood by and lit them off right away before we lost steam. We were hauled out when we got in port to inspect the possible sprung planks and found the bottom to be smoother than the day she was launched."

"Ethel C." and "Eugene H."

(Continued from page 25)

centrifugal pump operated off the forward end of the main engine for the water-cooled exhaust and the toilet for the Captain off the pilothouse as well as the crew's toilet aft. Arcola 6-coil gun type oil burning heater supplies 8 copper radiators in the engine room, pilot house, stateroom and cabin.

All of the exhaust and vent pipes from the engine room including the engine breather, base vent, main and auxiliary engine exhausts, are carried up through the center of the deck forward of the stateroom and are enclosed with a bulkhead adjacent to the stateroom door.

The galley is equipped with a No. 125 Shipmate coal burning range, and a double copper sink which drains into the bilge sump. Navigating equipment includes a Kelvin-White compass, Submarine Signal Co. Fathometer and Bludworth direction finder. The vessel is painted throughout with Pettit paint.

Other equipment includes Hathaway balanced rudder, bearing and stuffing box, Edson deck pump, Westerbeke fish gear, Clark Cooper fog horn, and 160 and 300 pound Danforth anchors.

Paulsen-Webber in Boston, Baltimore

THE Paulsen-Webber Cordage Corp., with main office at plants in New York, announces the establishment of a branch at 131 State Street, Boston 9, Mass. It will be under the management of Charles J. Olivier, who formerly supervised New England sales from the main office.

Richard J. Kehoe, who for the past 11 years has been with the Grace Line in the capacity of assistant purchasing agent, has joined Paulsen-Webber and will make his headquarters in Baltimore, from where he will service the Chesapeake territory.

Detroit Diesel Training Booklet

DETROIT Diesel Engine Division of General Motors Corp., Detroit 23, Michigan, has issued a service training booklet entitled "The Power to Win". The booklet was designed to show the job Detroit Diesel has done in the training of mechanics to maintain the engines in the tanks and landing barges powered with the Series 71 engine.

Profusely illustrated, the contents show how the practical knowledge of the Company's Service Department has been passed on to countless thousands of men in the armed forces through classroom and field training. As a result of this basic training and actual experience in the battle areas, these men will be exceptionally well qualified for Diesel engine service and maintenance after the war.

The Gloucester Seiner "Beatrice and Rose" is a Steady Producer —

Powered with Wolverine

The "Beatrice & Rose", owned by Capt. Gerome Frontiero of Gloucester, is powered with a five-cylinder 91/4 x 14, 175-195 hp. Wolverine Diesel.



She's one of many mackerel seiners which have demonstrated that Wolverines provide the good maneuverability, speed and reliability necessary for successful fishing.

WOLVERINE MOTOR WORKS, INC.

Union Avenue, Bridgeport, Connecticut

We Can Give You Quick Delivery on Fishing and Commercial Vessels — Act Now!



We have materials, facilities, personnel and experience to insure prospective fishing boat owners speedy and efficient delivery on new construction.



Call or Write Now to

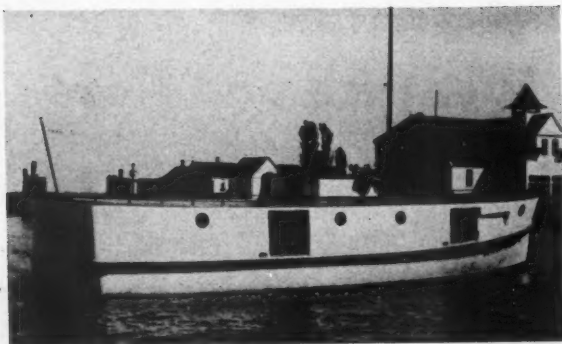
Northeast Shipbuilding Company

100 River Street

QUINCY, MASS.

Tel. PREsident 8651

River Street Yard, Quincy — Edison Park Yard, Quincy — Scituate Yacht Yard, Scituate



The new 52' fishing tug "Oliver H. Smith", owned by Smith Bros. of Port Washington, Wis. This increases to eight the number of boats which the Company operates on Lakes Michigan, Superior and Huron.

Wisconsin's "Oliver H. Smith" Proves A Fast Tug

THE welded steel 52' fishing tug *Oliver H. Smith*, recently completed by Kewaunee Shipbuilding & Engineering Corp., Kewaunee, Wisconsin for Smith Bros. of Port Washington, Wisconsin, embodies a number of new features in construction and equipment. She was designed by Walter W. Haertel, naval architect for the Kewaunee yard and designer of over 50 successful Great Lakes fishing vessels during the past 17 years.

The basic hull design was evolved in 1933 and was first used in the construction of the 47-foot, welded steel fish tug *Energy* built for Tom and George Johnson of Waukegan, Illinois. Several other boats of both wood and steel construction were built, using the same general hull lines—the largest being the 55-foot Pennsylvania State Fisheries Patrol Boat built in 1942. This boat is now the U. S. Coast Guard Fire Tug *Vigilant* stationed at Duluth, Minnesota.

The hull lines of the new boat follow those of the *Vigilant* very closely, except that a new type of transom has been used with rounded corners to overcome the tendency to damage at these corners around docks and other vessels. The bow lines are well flared and a wide fender, in addition, helps to throw the seas outward, resulting in a very dry boat.

The main engine is a Gray-Six cylinder Model "64" rated at 165 hp. at 2000 rpm., driving a 36 x 34 Michigan High Tensile Bronze Wheel through a 3 to 1 reduction gear. The entire engine space is enclosed in portable sections of acoustic insulation and sheathing, which considerably reduces engine noises. The exhaust passes through a Model STC 5" Burgess Snubber and out the transom. The propeller shaft is of special steel fitted with renewable bronze liners in way of the bearings and a Goodrich cutless stern bearing is used.

Fuel is carried in two built-in wing tanks each holding 320 gallons. The engine is fitted with a heat exchanger and complete closed cooling system. A 32 volt 1500 watt generator, mounted on the main engine provides current for lights and an electric bilge pump and is used also to charge a bank of heavy duty Willard storage batteries. The net lifter is a Crossley No. 132 driven by a Briggs and Stratton gasoline engine.

Steering wheels are located in the pilot house and at the lifter door in the usual manner, with Columbian drop handle type reverse controls at both stations. A Sperry Hydraulic type throttle control is mounted in the pilot house.

A centrifugal type air compressor is driven off the forward end of the engine by a Vee belt and furnishes air for the Kahlenberg D-2 Super air horn installed on top of the pilot house. In addition an air line is piped to the sea chest for blowing out.

A Jabsco rubber impeller bilge pump is driven off the propeller shaft by means of a Vee-belt and another similar pump is direct connected to a ¼ hp. electric motor for general service.

Ventilation and light for the deckhouse and pilothouse are secured through cast bronze portlights and deadlights. All doors are of an improved sliding type, closing on rubber gaskets. The entire pilothouse and the underside of the deckhouse roof are insulated and sheathed to overcome sweating in cold weather.

Trials over a measured mile course showed a top speed in excess of 12 miles per hour and a regular running gait of 11 m.p.h. was easily obtained.

Milwaukee Reports Docking Congestion

Representatives of 16 Milwaukee commercial fishermen appealed to Mayor Bohn for relief from the invasion of northern Wisconsin fishermen in the Milwaukee market. It was claimed that some Milwaukee fishermen are unable to get dock space to unload fish and to care for their nets, while fishermen from northerly waters have little trouble.

Two Bayfield Pioneers Die

Henry Johnson, 74 year old fisherman and herring packer, died at Bayfield, Wisc., on October 27th. He had been engaged in fishing since 1898, and in 1900 was a member of the Booth crew which brought in the biggest lift of lake trout in the history of Bayfield fishing—9,500 pounds on 5½ miles of nets from a single boat.

Carl Olson, 65, of Madeline Island, another pioneer fisherman in the Bayfield area, died on October 27th.

Manistee Has Good Season

Fishermen at Manistee, Mich., report a successful year of fishing for trout, whitefish, perch and chubs. Laskey Bros., Frank and John, who have been fishing out of Manistee for over 40 years, are building a new fish house. They operate the 40' tug *Miss Manistee*.

Otto and Vern Anderson are completing 30 years of fishing on Lake Michigan, 25 of which have been at Manistee. They own the 44' *Lorraine*.

Ed and Dick Mantee, doing business as Mantee Bros., operate the 36' *Ike*, while Fred Richard and Bob Bujquist, who have fished for many years are running the 47' tug *Bob Richard*.

Frankfort Active

Fishermen at Frankfort, Mich., one of the key fishing centers on the eastern shore of Lake Michigan, have been active during the past season. Louis Rodal, age 74, is celebrating his 50th year as a commercial fisherman. He owns the 55 ft. steam powered tug *Jean R.*, and has his sons Otto and Ludwig associated with him.

M. Hanrath has been in business for 52 years. His sons, Walter, Henry and Earl are members of the company which operates the 54' *Grace H.* Ole Olsen has a deep freeze installation in his fish house. His tug is the 55' *Grace*.

George Charters recently repowered his 32' gill netter *Roamer* with a new Gray marine 6 cylinder, 124 hp. heavy duty gasoline engine, furnished with 2:1 reduction gear and 24 x 18 Michigan propeller.

Install Depth Recorder

The Anderson Fish Co. of Frankfort, recently installed a Bludworth depth recorder in their 52' tug *Evelyn S.* This is believed to be the first depth recorder in use on the Great Lakes. It is operated by radar, and has oscillators on both sides of the boat, and is expected to be a valuable aid in fishing by indicating lake depths. The Anderson firm has been operating out of Frankfort since 1931, and is owned by Charlie and Haakon Anderson, the latter of whom is at present in the U. S. Navy.



The 52' "Evelyn S.", owned by Anderson Fish Co. of Frankfort, Mich. The boat is equipped with a new Bludworth depth recorder, 90 hp. Kahlenberg Diesel, Columbian rope, Eder netting and Crossley net lifter.



CONSERVATION NOTE BOOK—



ACIDS DESTROY ROPE Page 8

Acid will almost immediately destroy rope fibres, and the fumes are nearly as injurious as direct contact. Common acids such as uric and sulfuric are the immediate, if not always the apparent, reason for much rope trouble. Keep your rope clean and keep it away from animals, decayed matter, storage batteries and fertilizer.

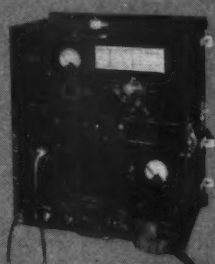
For further information on treatment of rope, write for booklet, "Care and Conservation of Rope".

NEW BEDFORD CORDAGE CO.

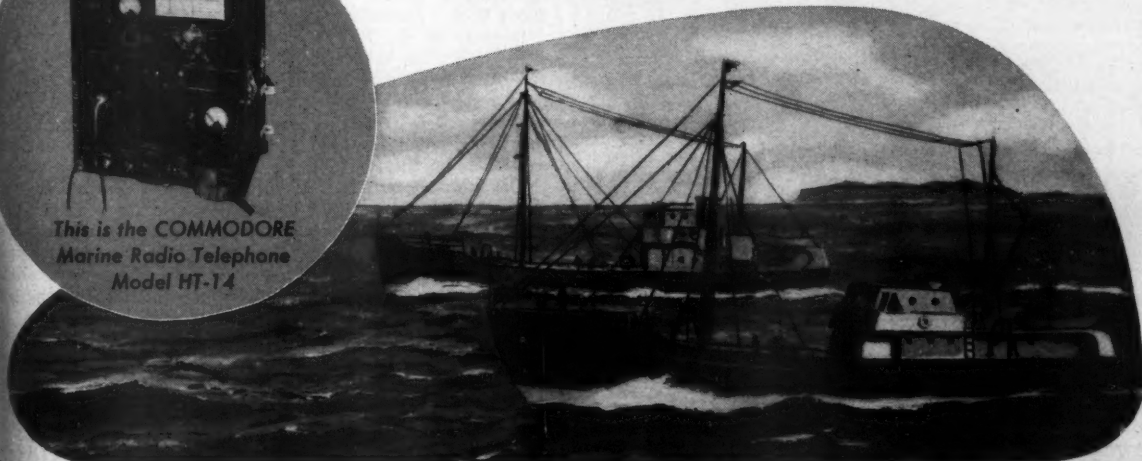
233 BROADWAY • NEW YORK, N. Y.
31 St. James Avenue • Boston, Massachusetts
Mills: New Bedford, Massachusetts

RACE TO MARKETS

In the race to markets in postwar marine expansion, speed, safety and security will count more than ever. Marine operators who want all of these together with a new kind of economy and efficiency of operation will want the new Hallicrafters COMMODORE—a two-way marine radio telephone installation that will handle every working problem in ship-to-ship and ship-to-shore communications.



This is the COMMODORE
Marine Radio Telephone
Model HT-14



hallicrafters RADIO

BUY A WAR BOND TODAY!

THE HALLICTRAFTERS COMPANY, MANUFACTURERS OF RADIO AND ELECTRONIC EQUIPMENT, CHICAGO 16, U.S.A.

Lathrop

**Diesel and Gasoline Engines
Give Dependable Service
In Any Kind of Fishing**



40' PROVINCETOWN HOOKER "PERRY BROS." is powered with a D-50 Lathrop Diesel, turning a 28 x 16 propeller.

LATHROP engines are ruggedly constructed for practicability in marine service. Weight and strength have not been sacrificed in the interest of packing a fixed amount of power into the smallest possible space, and the least possible weight. They are of sufficient size and weight to produce full power output without extreme pressures and stresses. Every part of the Lathrop engine is of highest quality, scientifically fabricated to insure unfailing service under the most severe fishing conditions.



43' TARPON SPRINGS SPONGE FISHERMAN "GOLDIE", owned by James Tsalakis, is powered with a D-50 Lathrop Diesel, turning a 28 x 14 propeller.

THE LATHROP ENGINE CO.
MYSTIC, CONNECTICUT

Marine Engine Builders Exclusively for 47 Years



Model of San Francisco tuna clipper on test run.

Builder Makes Working Model of Ultra-Modern Tuna Clipper

A COMPLETE working model of a tuna clipper, with fuel and brine tanks and a water-cooled gas engine, has been built by Anthony Martinolich of the Martinolich Shipbuilding Co., San Francisco. It was designed as a practical model from which to build the 149'6" *Pan American*.

Specifically, the miniature craft was built as a means of testing the basic design to obtain the most efficient results. The weights of the tanks are in proportion to the big vessel of which she is a model, and the weight of the gas engine of 1-hp. rating is also scaled in proportion to the Enterprise Diesel that will power the tuna clipper.

On its "shakedown cruise" in San Francisco Bay, the model, driven by its tiny engine, proved seaworthy and demonstrated a good speed. A stability test was made with all fuel, brine and brine tanks full on the starboard side. With all this water aboard, the model took a list of only 8 inches above the gun rail, thus proving her stability.

The *Pan American*, now on the Martinolich ways, has a beam of 32' and a draft of 18'6". The vessel's main propulsion engine will be an Enterprise Diesel model DMQ-36, 16" x 20" Turbo-charged, 1200 hp. at 300 rpm. The engine will turn a 3 bladed 88 x 66 propeller, and it is estimated that the craft will make 12 3/4 knots, fully loaded with 455 tons of fish.

Her auxiliaries will consist of a pair of six-cylinder Enterprise Diesel Engines DSX-6, 10 1/2" x 12", 300 hp. at 450 rpm, operating in parallel and direct connected to a Westinghouse 200 KW-AC generator.

Included in the *Pan American* equipment will be four 6 1/2 x 6 1/2 York ice machines. There will be three 14" and one 10" bait pumps. For each of the seven brine wells on each side of the ship will be individual 3" brine circulators. The first two forward wells will be made of steel, which can be used as fuel tanks, giving the craft a capacity of 66,000 gallons of fuel not including the fuel that may be carried in the bait tank.

The fishing craft's steering installation will consist of an all electric, triple Sperry gear to be controlled by a Sperry gyro compass, Mark VIII, governing a Sperry fully automatic control. There will be a control steering handle for the port wing of the bridge, and at the same location there will be a governor throttling device so that the ship can be controlled off the port side of the bridge. Manual controls will also be provided.

Twenty-two men will be accommodated in the craft, with all cabins air conditioned. The engine will carry with it exhaust blower and two intake blowers. A specially built all electric stove will be installed in the galley.

Briggs Adds Chesapeake, Gulf Dealers

BRIGGS Clarifier Company has made two recent distributor appointments. These are: the M. N. Dannenbaum Company, 2409 Wayside Drive, Houston 12, Texas, whose territory will be East Texas and the Gulf Coast; and McGregg & Werner, Inc., 1411 20th Street N. W., Washington, D. C. whose territory will be Maryland, Delaware and D. C.

The New 64-Foot Dragger "CARMELA MARIA" Quality-Built by Reid For Profitable Fishing

Boston Owned by
Captains Peter and Frank Bertolino



Vessels now undergoing repairs and major alterations at Reid's include the Provincetown dragger "Fannie Parnell", and the Boston draggers "Santina D." and "Squantum".

Facilities Available Up To 250 Tons

WILLIS J. REID & SON

Established 1908

Conveniently Located in Boston Harbor

WINTHROP, MASS.

Gray Manuals Widely Distributed

THE Service Department of the Gray Marine Motor Co. is placing a copy of the Gray Operator's Handbook in the hands of every Gray user on record since 1939. This activity is part of Gray's program to render every possible help to insure good service from the owners of Gray engines, and being carried on in spite of the extraordinary demands upon the Gray organization to supply engines, parts, and instruction manuals to the Army and Navy.

The engine textbooks, manuals and operator's handbooks published during the war by Gray Marine Motor Co., and written to U. S. Navy and Army specifications, have established a standard form that has been cited as outstanding.

The largest edition to date was a printing run of 30,000 copies of a large manual on Gray marine Diesels, used in training schools, which required over 37 tons of paper. Over 32 editions of the Diesel manual have been printed to date, and gasoline manuals and 2 handbooks have been through 10 large printings.

Cooper-Bessemer Field Men Study

IN order to provide field servicemen of The Cooper-Bessemer Corporation with up-to-the-minute information on the latest developments in the engineering and manufacture of the firm's Diesel and gas engines and compressors, the entire service organization has been brought, a group of about fifteen at a time, to the company's Mount Vernon, Ohio, and Grove City, Pa., plants. Each group has spent two days at each Cooper-Bessemer plant.

The field service crew consists of 63 men representing 15 branch offices of the concern throughout the country. During their visit, the servicemen were guided and advised by company engineers and technicians so that they became thoroughly familiar with all the latest advancements in engine design, construction, installation and repairs.

FISHING EQUIPMENT for all sizes of Draggers and Trawlers



Grimsby
Fittings and
Cod Ends

•
Roebing
Wire Rope

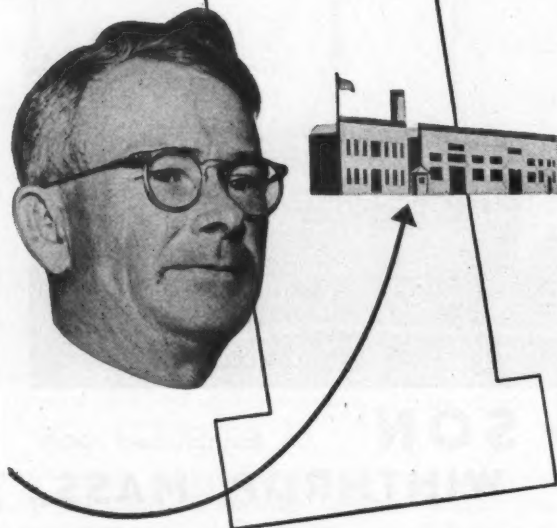
•
Wall and
Plymouth
Rope

•
Lobster Pot
Warp

•
Trawl Twine
and Lobster
Twine

WESTERBEKE
FISHING GEAR CO., Inc.
279 Northern Ave. Boston, Mass.

HE'S HAD BUT ONE EMPLOYER!



Meet our Ordnance Foreman, Ernie Ford, oldest employee in point of service at Briddell's.

Ernie was a kid in short pants, hanging around Founder Briddell's first forge, when he got the only employer he's ever had. Right now, Ernie's vast experience in metal working, shop practice, and his ability to "get things done," are lavished on the things Briddell makes for war. Come peace, Ernie will be promptly "re-converted" to his regular, lifetime work in this factory on the Chesapeake.

The standing of Briddell tools with workers everywhere is due to the craftsman-care that Briddell men like Ernie devote to their jobs. Workers themselves, they never forget that the tools they make have but one purpose—to help others earn a living at their jobs.

Flag awarded January 4, 1944



Star awarded June 24, 1944

WARTIME MAKERS OF ROCKET PROJECTILES

CHAS. D. BRIDDELL, INC.



Crisfield, Maryland • Craftsmen in Metal since 1895

Reproduction of State of Maine lobster display piece, prepared by Brooke, Smith, French & Dorrance, merchandising and advertising counsel for the Maine Development Commission and the Maine Department of Sea and Shore Fisheries. Designed for floor, counter, wall or window display, with easel back, the card is 33" high and 26" wide. It features an original oil painting by Revere F. Wistebuff, famous artist, and is lithographed in 8 colors and varnished.



New Bedford Landings for October

(Hailing fares. Figure after name indicates number of trips.)

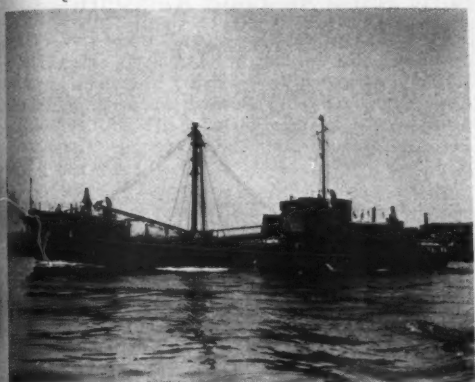
Abram H. (3)	115,000	Jennie & Julia (1)	6,000
Addie Mae (4)	71,000	Joan & Ursula (5)	160,500
Agda (1)	15,000	Liberty (3)	30,500
Alice J. Hathaway (3)	221,700	Linta (1)	25,000
Alice May (1)	3,000	Little David (1)	3,000
Anastasia E. (1)	22,000	Little Growler (3)	102,000
Anna C. Perry (4)	112,000	Madame X (2)	7,200
Ann & Marie (3)	19,500	Marie & Katherine (3)	61,000
Anna O. (1)	1,000	Martha E. Murley (2)	64,000
Annie B. (1)	10,000	Mary Grace (1)	30,000
Barbara Tee (3)	10,500	Mary J. Landry (1)	7,000
Bernice (2)	12,000	Mary Tapper (3)	110,000
Bethlehem (1)	2,000	Meta & Margaret (2)	23,000
Bozo (4)	18,500	Misham (3)	26,500
Cape Ann (1)	16,000	Morning Star (3)	18,500
Carib (1)	2,000	Nashawena (3)	24,000
Catherine C. (1)	73,000	Nautilus (1)	9,000
Chas. M. Fauci II (2)	5,000	Nellie (2)	5,200
Clara T. (2)	117,000	New Bedford (2)	113,000
Clifton (4)	11,000	Noah A. (1)	6,000
Clinton (2)	22,500	Pearl Harbor (4)	175,000
Dauntless (1)	43,300	Pelhasco (1)	3,500
Dolly & David (4)	700	Pelican (3)	120,000
Doris (3)	26,300	Penguin (3)	64,000
Dorothy (2)	33,500	Phyllis J. (2)	4,000
Ebenezer (1)	5,000	Priscilla (1)	78,500
E-C (3)	800	R. E. Ashley (2)	4,000
Eclipse (2)	16,000	Richard & Arnold (1)	4,000
Edith (2)	9,700	Rita B. (2)	119,000
Elva (3)	15,500	Rosalie F. (2)	92,000
Elva & Estelle (5)	20,300	Rose Jarvis (2)	8,000
Endeavor (4)	121,500	Rosie II (2)	7,000
Etta K. (2)	17,200	Sankaty Head (5)	54,000
Father & Son (1)	42,500	Santa Maria (1)	50,000
Frank F. Grinnell (1)	2,000	Santina (2)	13,500
Fred Henry (2)	50,000	Sea Hawk (2)	23,000
Gay Head (2)	14,000	Sea Ranger (1)	50,000
Gloucester (1)	18,000	Serafina (3)	36,000
Grayling (3)	35,000	Skillogee (3)	108,000
Growler (3)	2,000	Southern Cross (2)	12,900
Hazel Jackson (2)	159,500	Stanley B. Butler (3)	239,000
Hazel S. (1)	63,000	Trio (2)	37,000
Hope (2)	11,000	Two Brothers (3)	51,500
Huntington Sanford (2)	43,000	Viking (3)	127,000
Idlewild II (3)	18,000	Wamsutta (1)	33,000
Ivanhoe (4)	20,500	Whaler (3)	120,000
	191,000	Winifred M. (2)	7,800

Scallop Druggers (Landings in Gallons)

Acushnet (2)	2,150	Liboria C. (2)	1,700
Alpar (1)	950	Louis Thebaud (3)	3,000
Alva (1)	1,300	Mary D'Eon (2)	1,575
Antonio (3)	2,900	Muriel & Russell (2)	2,800
A. P. Andrew (1)	700	New Dawn (1)	1,500
Bobby & Harvey (3)	2,800	Olive Williams (2)	2,800
Carol & Estelle (1)	975	Palestine (1)	2,650
Catherine & Mary (2)	2,800	Shannon (2)	1,500
Dagny (2)	2,200	Sunapee (1)	2,700
Four Sisters (2)	2,850	The Friars (2)	2,700
Friendship (3)	3,200	Viking (1)	1,100
Jerry & Jimmy (2)	2,050	Virginia & Joan (1)	1,300

Multiple V-Belt Drive Booklet

THE Multiple V-Belt Drive Association of 140 South Dearborn St., Chicago 3, Illinois, has issued a booklet entitled "From the Shadoof to the Dominant Drive", which is a thumbnail history of man's effort to transmit power for his own benefit. The historical data in the volume was compiled with the cooperation of two famous technological libraries. The development of various types of drives for power transmission are fully described. The booklet is available on request from the Association.



**Builders of all Classes of Steel
Vessels up to 4000 Tons
Conversion and Repairs
Marine Railway**

**We are now prepared
to serve the fishing
industry in the construc-
tion and repair of all types
of fishing vessels and to
make prompt deliveries.
Complete facilities are
available.**

JOHN H. MATHIS COMPANY

SHIPBUILDERS SINCE 1880

CAMDEN, NEW JERSEY

New England Office - - 88 Broad Street - - Boston, Massachusetts



Bethanized
TRAWLER ROPE

stays on the job LONGER

When trawler rope is scarce, it's just common horse-sense to buy the kind that lasts the longest.

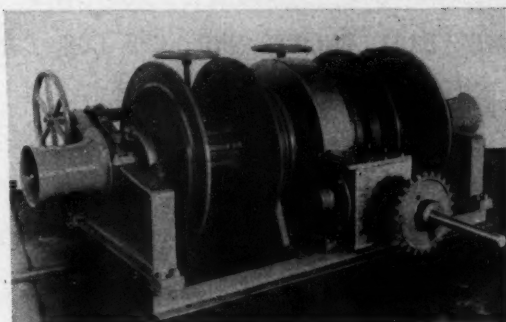
Bethanized rope means longer life because the bethanizing process applies a protective, uniform coating of zinc without robbing the wire of its maximum strength and toughness.

Besides, the bethanized coating of pure zinc will not flake, peel, or crack even after repeated bending. Thus there are no tiny chinks in which salt-water corrosion can get started.

when you think WIRE ROPE

... think BETHLEHEM

HATHAWAY WINCHES
Catch 'em Fast
For the High-liners



NO. 1335-40

**Ten Models that meet
Every Fishing Requirement**

HATHAWAY MACHINERY CO.

FAIRHAVEN, MASS.

**Complete Deck and Underwater Equipment:
Shafts, Stern Bearings, Stuffing Boxes, Bollards**

YOU BE THE JUDGE . . .

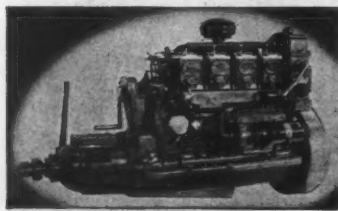


. . . whether the 40 H.P. Palmer Diesel base and crankshaft pictured above are large enough to do the job. We believe your eye will tell you at a glance that these two parts are considerably oversize. Your further investigation will show that the rest of the engine is built to the same proportions.

A Palmer Diesel is truly a heavy-duty engine in a small package and is designed especially for the commercial boatman, yet it costs you very little more than a converted industrial engine which does not have the oversized parts so necessary in marine use.

We would like to tell you the full advantages of owning one of these engines. Will you write?

PALMER BROS. ENGINES, INC., COS COB, CONN.



RND 4 cylinder 40 H.P.
RND 6 cylinder 60 H.P.
For marine use and stationary



RND 1 cylinder 9 H.P.
For stationary use only

Palmer also builds gasoline engines ranging from 2 H.P. to 150 H.P. for marine use.



PALMER DIESELS

THE FISHERMAN'S FRIEND FOR FIFTY YEARS

New Book on Food Regulations

"FOOD Regulation and Compliance" is the title of a new 646-page book written by Arthur D. Herrick, well-known food and drug authority, possessing legal, technical, merchandising and Governmental experience. The author has brought together in one volume, and skillfully interpreted for the reader, every phase of food regulation. The book fills a compelling need for authentic information by the food industry, and comprehensively covers all phases of labeling, packaging, advertising, distribution, and purchasing of food products under the law. Written in clear, specific, non-legal language, it analyzes, explains and interprets all current legislation concerning the production and distribution of food products. The book is published by Revere Publishing Co., 32 Broadway, New York 4, N. Y., and is priced at \$10.00.

Enterprise Engine Opens Gulf Branch

C. G. COX, vice-president and general manager of the Enterprise Engine and Foundry Co. has announced the appointment of Paul K. Wabnig as Enterprise representative in New Orleans, in charge of sales, service, and parts in the Gulf territory, extending from Florida to Texas.

Since joining Enterprise three years ago, Mr. Wabnig has been attached to the Company's head offices in San Francisco.

Mr. Wabnig's experience in the Diesel engineering field includes ten years in Alaska and a number of years in Great Lakes territory.

Combined with his wide experience in the American field, Mr. Wabnig has first-hand knowledge of the various designs and types of European developed engines.

The newly established New Orleans offices of Enterprise are located at 902 Poydras Street, where in addition to sales and service quarters there is being maintained a parts depot with a large and complete stock of parts for all model Enterprise Diesel engines to serve Enterprise users in the Gulf area.



Paul K. Wabnig

Mathis Yard Opens Boston Office

JOHN H. MATHIS CO., shipbuilders with yard at Camden, New Jersey, have opened a New England office at 88 Broad St., Boston, Mass. Milton Fisher, formerly vice president and general manager of Somerset Shipyards, Inc., is resident representative.

The Mathis shipyard is equipped to build all classes of wood and steel vessels up to 4,000 tons, operates a marine railway and has full facilities for conversions and repairs.

Hinckley Plans New York Display

HENRY R. Hinckley & Co. and its affiliate, Southwest Boat Corp., of Southwest Harbor, Me., will feature a display at the office of the Maine Publicity Bureau, Rockefeller Plaza, New York City, from December 15 to 20. The display will feature models and pictures depicting the yard's war work and commercial boat and yacht boat building activities, as well as material on their post-war plans.

Second Star for Federal-Mogul

FEDERAL-MOGUL Marine Division, Plants 1 and 2 Detroit has been awarded a second star to the Army-Navy "E" The original award was announced September 27, 1943. In addition to the Detroit plant, the Greenville, Michigan Federal-Mogul Marine plant was awarded the Army-Navy "E" on June 16, 1944.

Federal-Mogul Marine builds propellers from 4" to 12 ft. various metals and alloys used by many types of boats in the Allied Navies, including P. T.'s, and M. T. B.'s.



Aircraft Rescue Boats SAVE WEIGHT WITH DANFORTH ANCHORS

Going places and in a hurry! No one aboard these emergency rescue craft has time to rattle a heavy anchor or fumble around with folding hinges and stocks. The Danforth is ready for instant use. You pick it up and toss it over. It grabs bottom, digs in and stays put. These are the reasons why Army

and Navy 45 ft., 65 ft. and 104 ft. aircraft rescue boats are Danforth equipped. • You want a Danforth for the same reasons: It saves weight; it's easy to handle; it's husky and it has the greatest holding ability of any anchor ever designed. • Make your post war anchor a DANFORTH.

Illustration of 45-foot Army Aircraft Rescue Boat, by W. C. Schroeder, Courtesy Sturgeon Bay Boat Works

Danforth Anchors protected by U. S. & Foreign Patents

FOR FOLDER, WRITE

R. S. DANFORTH • 2121 ALLSTON WAY • BERKELEY 4, CALIF.



• BUY WAR BONDS

Boston Landings for October

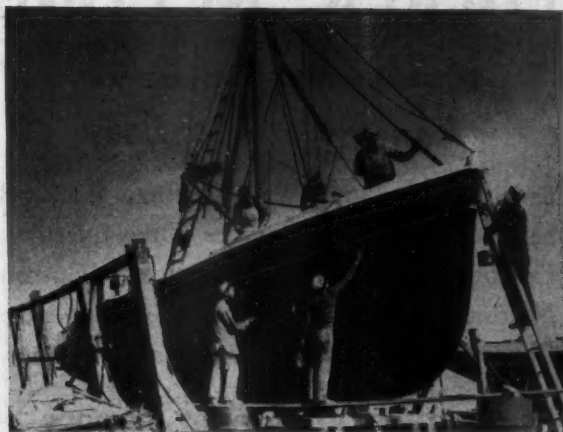
(Hailing fares. Figure after name indicates number of trips.)

Acme (4)	45,400	Lark (Line Trawler) (3)	202,000
Adventure (3)	289,200	Lark (Otter Trawler) (3)	489,000
America (2)	91,000	Leonarda (3)	26,900
American Eagle (1)	45,000	Linta (2)	100,000
Angie & Florence (3)	71,000	Maine (3)	380,500
Annie & Josie (4)	54,300	Maristella (3)	297,800
Antonina (2)	70,000	Marjorie Parker (1)	35,000
Betty Paul (1)	44,300	Mary & Jennie (5)	67,800
Beatrice & Rose (3)	86,000	Mary W. (6)	292,000
Belmont (1)	226,000	Natale III (2)	80,000
Bethulia (2)	88,000	Neptune (5)	332,900
Bettina (3)	233,500	Newton (3)	394,000
Billow (3)	342,500	Njorth (3)	59,000
Boston (2)	204,500	Plymouth (3)	323,700
Breaker (1)	142,500	Quincy (1)	68,000
Breeze (3)	235,000	Ripple (3)	296,300
Brookline (3)	397,000	Robert & Edwin (1)	10,800
Cambridge (3)	392,200	Roma (1)	14,000
Capt. Drum (1)	50,000	Rosalie Morse (1)	138,300
Casco (1)	40,000	Rose & Lucy (2)	100,000
Camber (2)	223,500	Rosemarie (1)	48,000
Cormorant (3)	619,500	Rosie (3)	26,900
Dorchester (3)	289,000	Rosie & Gracie (2)	52,000
Eva II (4)	32,400	St. Ann (1)	32,000
Fabia (2)	173,100	St. Teresa (2)	73,000
Famiglia (2)	83,000	Santa Maria (5)	210,000
Fannie F. Hickey (2)	38,000	Sarah M. (1)	10,000
Felicia (1)	109,100	Sea (1)	216,000
Flow (2)	216,500	Spray (3)	246,000
Frances C. Denehy (2)	130,500	Squantum (2)	72,000
Geraldine & Phyllis (3)	103,000	Theresa R. (3)	185,300
Gertrude DeCosta (1)	30,000	Thomas D. (3)	242,700
Gertrude Parker (2)	97,500	Thomas Whalen (3)	380,800
Gosson (2)	121,000	Three Sisters (1)	35,000
I. B. Jr. (1)	18,800	Vandal (2)	111,100
I. B. Junior II (1)	5,300	Weymouth (3)	256,500
Jennie & Julia (2)	30,000	Wm. J. O'Brien (3)	460,000
Josie M. (1)	24,400	Winthrop (3)	287,500

Wheeler Launches Army Vessels

WHEELER Shipbuilding Corp. launched the twenty-sixth of a fleet of all welded steel 176 ft. freight and supply vessels at their Whitestone, Long Island plant on November 4. The launching of another identical vessel followed on November 9. The vessels are to be used by General MacArthur for inter-island service in the Southwest Pacific.

Service for the Fishing Fleet

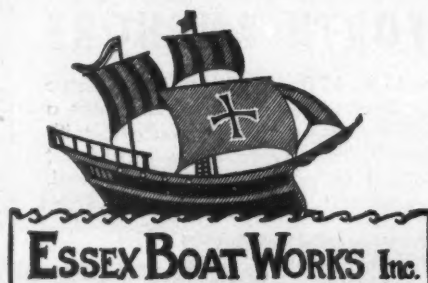


**HAULING
ALTERATIONS
REPAIRS**
We Build Also



Palmer Scott & Co., Inc.
NEW BEDFORD, MASSACHUSETTS

**Essex Experienced Builders
Know How to Do Any Job Well**
New Construction up to 100 ft.
Conversions - Maintenance
Three Railways Hauling Up to 150 tons
1400 ft. of Dock Space
Large Machine Shop Facilities
Builders of the 61' Mildred & Myra



ESSEX, CONNECTICUT

Midway Between Boston and New York

Phone or Write for Complete Information

EDERER NETTING

**Maximum Protection
Against Profit Loss**

Sardine seines and Weir netting, Mackerel Seines and Nets, Flounder Drag Netting, Cotton and Linen Gill Netting, Cotton Netting for Traps and Pounds, Twine, Maitre Cords, Corks, Leads, Ropes, and Fittings.

**QUALITY NETS FOR EVERY PURPOSE
READY STOCKS AT IMPORTANT POINTS**



R. J. EDERER COMPANY

Home Office: 540 Orleans St. Chicago, Ill.

Branches

GLOUCESTER - PHILADELPHIA - BALTIMORE - MIAMI - BILOXI

Vineyard Dragging Confined To Bold Water

By J. C. Allen

WE have realized for many a year that ours is probably the only column in "Atlantic Fisherman" that is not thoroughly progressive. There is little or no mention in it at any time, of means and methods and things pertaining to the development or expansion of our local industry despite our personal contention that it is no less than the second in importance in these bearings, and rubbing the first mighty hard at that.

No, we do not bear down so hard on progressiveness for various reasons, but instead, devote our thoughts and pen to philosophy and politics and similar damned foolishness.

October, in these degenerate days, is a sort of "tween-season" period, as the whalers used to say. The bay scallop season has not begun in these latitudes, the trap-fishing is all over, the draggers are fitting out, by ones and threes, for the winter season and the weather has not become hard enough to affect the market.

In this particular year of our Lord, which has been a tough one, viewed from any point of the compass; there is less to report as October ends, than usual. The effects of the blasted hurricane are still with us ashore and afloat, which whittles down the subject at hand, and is due to gouge into the future program, too, if we are any judge. This leaves us with precious little leeway for maneuvering and you may lay to that.

Briefly, about all that has been going on among the local fleet is dragging, and that has been confined to bold water as far as nature and the average draft of vessels would allow. Cussed few fish have been netted inshore, and those were mostly of a juvenile cull that would have found their way into the bait-tubs a few years ago, or drifted astern in the wake.

No, the luck, as far as draggers are concerned, has flitted to hell and gone out of shoal water in these bearings, and while the haul has been average and maybe a trifle better out to sea, there still is no sign of yellowtails picking up, or of any kind of fish working in shore on soft bottom.

Hand-Lining

Hand-lining, such as we know it, and that is mighty sketchy these days, has been mighty fine. The sea has been alive with fish, chock to the beach, and the weather has been smooth for the most part, which made it ideal for practices which are frowned upon in many localities; this means seining. But we have a rusty dollar or two to bet that the legislature of the sovereign State of Massachusetts will be asked, sooner or later, to overhaul and shift the law around a mite to enable fishermen to live.

A man can't scrape fish enough for a chowder off the soft bottom, yet as he runs alongshore he raises bluefish finning chin-deep to a giraffe, just clear of the swash and the lay says for cripes sake, that he can't take 'em! What is he going to do? You have three guesses, but never mind what they are, there will be seine-corks showing in the gear a year from now.

Alongshore Fishing Season Over

The year is not quite over yet, and we have no comparative figures to flash on anyone, not that we would anyhow, because of all the things invented to bedevil mankind, figures are the worst. But with November opening up, it is fair to say that the season alongshore is over and this is what our own private survey reveals to us.

More fish showing in shoal water than have been seen in the same bearings for 25 years. Better hand-line fishing on the ledges offshore and on, than for decades. Better prospects for more of the same, and better, as indicated by the bait, than for half a life-time, and fewer fish taken by inshore draggers than for 20 years at least, and probably longer!

What the traps would have shown in an unbroken season we don't know, because the hurricane put a dent in the system that wouldn't iron out, and anyway, there are too few of them to really give a fair indication of what the luck might be, or might have been. But they got some fish just the same. There are some of the reasons why we figure a change is necessary and due, and why we are not too damned progressive, because it isn't progressive when you come about and sail down your own wake. But it's necessary at times, just the same.

ed

probably
at is not
mention
pertaining
y despite
second in
ghty hard

veness for
d pen to
ss.

en-season
season has
over, the
he winter
to affect

n a tough
is less
he blast
h whistle
the future
h precious
hat.

the local
d water
uld allow
ere mostly
y into the
wake.

s flitted
and while
out to sea
any kind of

ty sketch
alive with
smooth for
which as
g. But
ure of the
er or later
able fishes

ff the soft
ish finning
he lay says
e going to
they are
from now

omparative
ow, because
res are the
to say that
own private

seen in the
ing on the
prospects for
it, than for
aggers the

ken season
the system
ew of the
ight be, of
ame. The
is necessary
ive, because
down your



Linking the MARITIME EMPIRE

Authorities agree that our maritime service will expand enormously in post war years. Keeping pace with this expansion is communications — the vital link for speed, safety, efficiency.

For cargo ships — fishing vessels — pleasure craft — Harvey-Wells will produce marine radiotelephone equipment of highest technical perfection . . . engineered and constructed to deliver unfailing service.

Let a Harvey-Wells marine communications specialist help you meet your requirements. Or write to Harvey-Wells Electronics, Inc., Southbridge, Mass.

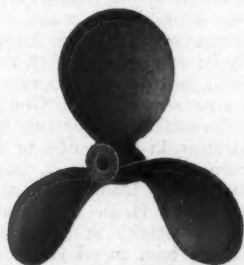


Know the company that wants your business! Our CASE BOOK tells the story of Harvey-Wells and its place in Electronics. Send for it today. Your name on your letterhead is sufficient.



SOUTHBRIDGE, MASSACHUSETTS

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

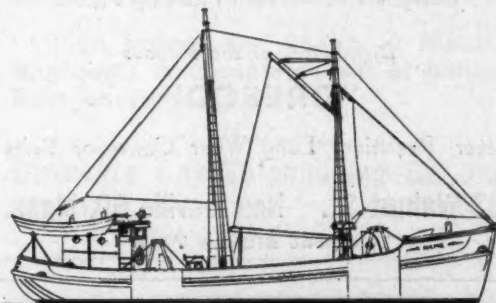
HYDE PROPELLERS



EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

FAMOUS CASEY FISHERMEN
Are Again Available



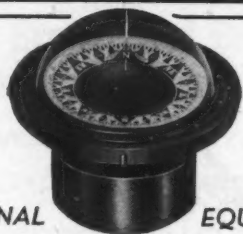
Builders of the New Dragger
74' Abram H. and 84' Ursula M. Norton

New England Distributors for
KAHLBERG HEAVY DUTY DIESELS

Five Marine Railways Handling up to 500 tons
Complete Fishermen Repair Service and Engine Parts

CASEY BOAT BUILDING CO., Inc.
FAIRHAVEN, MASS.

Boats with Fine Workmanship and Lasting Quality



NAVIGATIONAL EQUIPMENT

for all types of vessels

KELVIN & WILFRID O. WHITE CO.

90 State Street, Boston

38 Water Street, New York

The New 77 Foot Draggers
"ETHEL C." and "EUGENE H."
Are Precision-Built
to meet the requirements of
Maximum Ability, Capacity
and operating convenience.

NEWBERT & WALLACE

THOMASTON, MAINE

BELLAMY ENGINEERING CO.

Designers of Modern Filleting Plants

Distributors of the Famous

"DRESCO"

Water Resisting, Long Wear Conveyor Belts

302 Walnut St. Newtonville 60, Mass.

Telephone BIgelow 7449

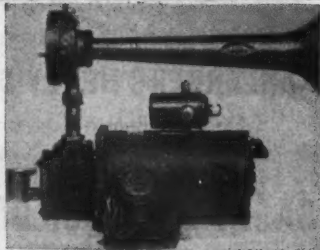
HORNS-WHISTLES

"Electro-Phonic" Air
Signal

Defense against Every
Emergency—the Fisher-
man's Sentinel — Pro-
tects Lives and Invest-
ment.

Electro-Phonic Powerful
Air Signal Supplies its
own compressed air—no
tank, no valves, no pip-
ing.

Unexcelled for Fog Pen-
etration, Echo Signals,
and Reliability.
Types, sizes for all
Marine Needs—Mech-
anical Fog Horns.



Model EP-SIF

CLARK COOPER CO. 325 N. MARKET ST.
PALMYRA, N. J.



The 50' x 14'8" x 6' swordfisherman "Castaway", owned by Capt. Edward Levy of Louisburg, Nova Scotia. The boat is powered by a D4600 Caterpillar Diesel, and is steered from the main mast platform which also serves as a lookout post.

New Brunswick Sardine Fishermen Prosper During October

By C. A. Dixon

THE month of October was indeed a prosperous one for sardine fishermen in southern New Brunswick or certain sections of that area, especially West Isles (Deer Island and outlying islands). The school of fish which struck around the middle of September lasted the remainder of that month and all of October, and weirs are still catching them. Individual daily catches for several weirs at Deer Island and vicinity amounted to from 40 to as high as 100 hogsheads. Fifty and 60 hogsheads to a seining were not unusual in October some days, and similar catches were made consecutively by some of the weirs during a week's fishing, it is said.

Until the demand was curtailed somewhat owing to a cut in the quota of cans allotted to each Maine factory after the middle of October, the fishermen had no trouble in disposing of their catches every day. The slow-down in packing operations affected sales to some extent, but with fishing being chiefly confined to a comparatively smaller area than in mid-summer, and with fall gales blowing, it is expected that the demand will equal or exceed the supply in November.

There is no doubt about it, the weirmen have had another great season. Some new weirs are being built and it is reported that more will be built next spring. With the cessation of weir fishing as the old year peters out, fishermen who are preparing for purse seining, especially those of Campobello and Grand Manan are looking forward to a profitable winter's work.

The seining of sardines, in which fifty or more crews will be engaged in seining operations, it is said, usually takes place at Grand Manan, the Wolves Islands, and along the mainland shore of Charlotte County, N. B. No purse seining is carried on at Deer Island and vicinity at any time of year nor in St. Andrews Bay. It has been an off year for the latter name locality in the weir fishing business except in the Perry Shoal area on the Maine side of the Bay, where weirmen have had a very good season. Only intermittent fishing was had by those on the Canadian side of the Bay.

Weirs Out of Commission

The official figures covering the damage done to sardine weirs in Charlotte County during the mid-September tropical gale amounted to \$34,375.00 in southern New Brunswick. Some of the weirs were repaired, but the District Supervisor, Frank E. Justason, stated that 50 per cent of the weirs were put out of commission. Large quantities of twine marlin was torn and destroyed. There was, however, an increase of \$35,158.00 in the total income from sardine fishing during the month mentioned, and a total of 9,395 hogsheads of fish were sold at a total value of \$155,020.00.

Good Price for Pollock

Pollock fishermen of southern New Brunswick did fairly well some days in October, but the total catch was below normal. The fish, however, brought fancy prices—from forty to seventy

five cen
a fisher
for a sin
These sa
ago. Ro
each. A
\$40 and

Of ou
Coast is
of the U
a trem
for the
\$837,924
lobster a
topped
macker
herring,
\$157,661
oysters,
The f
was hel
ending.
Deputy
Dr. F
that en
Iceland
see that

Ful
Species

Albacor
Alewife
Bluefish
Bonito
Butterfi
Codfish
Cods
Croaker
Dabs
Eels
Flounder
Fluke
Haddock
Hake
Halibut
Herring
King V
Macker
Mullet
Pollock
Pompano
Red Sn
Scup
Sea Ba
Sea Tr
Sea Tr
Silver
Smelt
Sole, g
Sole, l
Spanish
Striped
Tautog
White
Whitin
Yellow
Clams,
Conchs
Crabs
Crabs
Frogs
Lobste
Mussel
Shrimp
Squid

five cents each when sold fresh at Eastport, Me. In one case a fisherman got \$1.10 for one pollock and another got \$1.35 for a single pollock of unusually large size, it has been reported. These same fish used to bring 10c or at most 25c a few years ago. Recently half dried pollock in Eastport sold for \$1.10 each. At that rate a quintal of pollock would cost between \$40 and \$50.

United Maritime Fishermen Meet

Of outstanding interest to the fishing industry of the Atlantic Coast is the announcement made at the 15th annual meeting of the United Maritime Fishermen held at Amherst, N. S., that a tremendous increase in business was attained. Total business for the year amounted to \$1,441,075.63 as compared with \$837,924.94 last year. Canned lobster figured high on the list, lobster and paste having brought in \$231,287, while live lobsters topped everything with \$433,292. Other items were spring mackerel, \$150,173; fall mackerel and fillets, \$118,792; pickled herring, \$29,500; dried codfish, boneless cod and pickled cod, \$157,661; clams and chicken haddies, \$12,551; smelts, \$124,872; oysters, \$19,785.

The first official banquet of the United Maritime Fishermen was held in the Parish Hall, with more than 70 delegates attending. Dr. M. M. Coady was chairman, and the Canadian Deputy Minister of Fisheries, Dr. D. B. Finn, was guest speaker.

Dr. Finn gave general comment and said that the nations that engage in fishing such as Norway, Newfoundland, Canada, Iceland and the United States, would have to cooperate and see that fish products get a proper place in the world markets.

Fulton Market Wholesale Prices

Species	Oct. 2-7	Oct. 9-14	Oct. 16-21	Oct. 23-31
Albacore	.04-.06	.03-.04	.03-.04	.02½-.02½
Alewives	.. ..	.02-.02	.02-.02	.02-.02
Bluefish	.10-.45	.09-.45	.09-.45	.32½-.45
Bonito	.20-.20	.15-.18	.16-.18	.. ..
Butterfish	.05-.23	.03-.14	.03-.15	.05-.22
Codfish, mkt.	.05-.14½	.07-.14½	.10-.14½	.10-.15½
Codfish, stk.	.15-.19	.07-.19	.16-.19½	.16-.19½
Croakers	.10-.20	.06-.15	.18-.20	.04-.20
Dabs	.10½-.10½	.. ..	.. ..	.. ..
Eels	.18-.20	.10-.20	.10-.10	.12½-.15
Flounders	.08-.13½	.06-.13½	.05-.13½	.05-.13½
Fluke	.30-.35	.28-.30	.20-.30	.23-.28
Haddock	.05-.16	.11-.15½	.07-.15½	.11-.16
Hake	.08½-.15½	.12½-.15½	.07-.15½	.08-.14½
Halibut	.. ..	.24-.25	.25-.25	.. ..
Herring	6.00-7.00	7.00-14.00	7.00-12.00	5.00-8.00
King Whiting	.. ..	.08-.15	.15-.15	.. ..
Mackerel	9.00-21.00	11.00-22.00	1.25-12.00	9.00-25.00
Mullet	.18-.20	.05-.20	.10-.17	.09-.33
Pollock	.08-.13	.08-.12½	.09-.13	.07-.12½
Pompano	.20-.75	.10-.60	.. ..	.. ..
Red Snapper	.. ..	.40-.42	.. ..	.. ..
Scup	.02-.10	.03½-.07	.07-.14	.08-.20
Sea Bass	.12-.40	.12-.30	.18-.35	.16-.35
Sea Trout, g'y	.10-.30	.09-.28	.09-.30	.11-.28
Sea Trout, sp.	.. ..	.. ..	.27-.27	.25-.30
Silversides	1.00-1.50	.. ..	1.00-2.00	1.00-2.00
Smelt	.20-.40	.12½-.30	.10-.35	.08-.40
Sole, g'y	.12½-.16	.14½-.16	.14-.15½	.14½-.16
Sole, lem.	.20-.23½	.19-.22	.14-.20	.20-.24½
Spanish Mackerel	.10-.20	.. ..	.22-.23	.. ..
Striped Bass	.22-.38	.18-.27	.18-.30	.15-.25
Tautog	.. ..	.04-.08	.07-.07	.. ..
White Perch	.05-.12	.03-.03	.08-.10	.15-.15
Whiting	.02½-.04	.02-.05	.02½-.08	.02-.05
Yellowtails	.10-.12	.10-.12	.08-.12	.09-.12
Clams, hard	2.50-11.00	2.50-11.00	2.50-10.00	2.50-11.00
Clams, soft	5.00-6.50	5.00-6.00	5.00-6.00	5.00-6.00
Conchs	2.50-5.50	2.00-5.00	2.00-4.50	2.50-4.25
Crabmeat	.70-1.60	.65-1.50	.60-1.65	.60-2.00
Crabs, hard	1.50-3.00	1.25-3.00	1.50-4.00	2.00-4.00
Frogs Legs	1.50-1.65	1.50-1.65	1.50-1.65	1.65-1.75
Lobsters	.25-.73	.25-.75	.25-.75	.25-.75
Mussels	2.25-2.50	2.25-2.50	2.50-2.75	2.00-2.75
Shrimp	.20-.39	.21-.38	.21-.38	.23-.39
Squid	.15-.20	.10-.18	.12-.20	.10-.20

Set Your Course With EDSON DEPENDABLE STEERERS



Complete Steering Equipment Including
Wheels - Quadrants - Chains - Sheaves - Shock Absorbers
EDSON NON - CHOKABLE BILGE PUMPS
Hand Operated in Four Sizes

The EDSON Corporation

49 D Street

South Boston, Mass.

Headquarters for Gasoline and Diesel Engines
and Accessories for propulsion and auxiliaries

Good Service on
Twin Disc
Equipment and Parts



Clutches and Reduction Gears for
Power Take-Offs and Winch Drives

RAPP - HUCKINS CO. INC.

501 Atlantic Ave., BOSTON Tel. HUBbard 0775-0776

OUR BUILDING AND CONVERSION FACILITIES AVAILABLE NOW

Also

MARINE REPAIRS — ENGINE INSTALLATIONS

BUDA Diesel and CHRYSLER Marine
Engines. A complete line of fishing
boat equipment.

Call or write

Delaware Bay Shipbuilding Co., Inc.
Leesburg - - - New Jersey

Phone Port Norris 177

WHEN SPACE IS LIMITED

Here's The Answer:

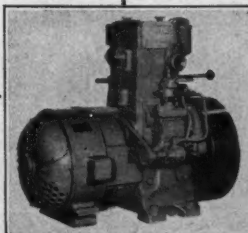
4½ KW. Diesel-Electric
Set—only 45" long, 25"
wide, 34" high

WEIGHS ONLY 1195 LBS.

Other sizes from 3½-10 KW.

Also a complete line of
combination auxiliaries

WRITE FOR BULLETIN 150



LISTER-BLACKSTONE, INC.

1706 South 88th Street

MILWAUKEE 14, WISCONSIN U.S.A.

NO NUISANCE SIGNALS—

ABSOLUTE PROTECTION
AGAINST LUBE OIL OR
WATER TEMPERATURE FAILURE



Used on Maritime Commission, Army Transportation Corps,
Coast Guard, Bureau of Ships Vessels

The system is entirely automatic and does not depend upon manual operation of switches. In other words, no running back and forth to push buttons on the panel.

Send for our Bulletin No. 10

BROWN AUTOMATIC ALARM Systems FOR DIESEL ENGINES

FLECK ENGINEERING COMPANY 1505 EASTERN AVENUE BALTIMORE 31, MD.

ELDREDGE - McINNIS, Inc.

NAVAL ARCHITECTS
And MARINE ENGINEERS

131 State Street Telephone HUBbard 2910
BOSTON 9, MASS.

MAIERFORM OF AMERICA, INC.

Hull Designs for Seagoing Vessels

25 West 43rd Street
New York 18, N. Y. Bryant 9-8675
In Boston—92 State Street

GIELOW INCORPORATED

NAVAL ARCHITECTS
MARINE ENGINEERS

Designers of
All Types of
Fishing Vessels

25 West 43rd Street
New York 18, N. Y.

CHARLES D. ROACH

Naval Architect and Marine Engineer
Commercial and Sport Fishing Boats

331 S. Andrews Ave. Fort Lauderdale, Fla.

COLLEY-MAIER, INC.

Naval Architects and Marine Engineers

92 State Street
Boston 9, Mass. Lafayette 5335
In New York—25 West 43rd St.

More Power 85 to 165 H.P. 90 to 115 KW
More Profit

MURPHY DIESEL
MURPHY DIESEL COMPANY
Milwaukee 14, Wisconsin

Gloucester Landings for October

(Hailing fares. Figure after name indicates number of trips.)

Agnes & Myrnie (25)	80,000	Leonarda (1)	6,000
Alden (3)	135,000	Linta (2)	95,000
Aliburton (1)	7,000	Little Joe (9)	164,500
Alphonso (2)	19,500	Lois T. (22)	116,500
Alvan T. Fuller (3)	164,000	Lucretia (4)	30,500
America (3)	89,500	Madeline (2)	27,000
American Eagle (3)	115,000	Magellan (3)	265,000
Andarte (2)	110,000	Malolo (2)	150,000
Angie & Florence (4)	139,000	Marie & Winifred (2)	117,000
Anna Guarino (3)	25,500	Marietta & Mary (2)	90,000
Annie II (5)	51,000	Marsala (2)	58,000
Antonina (4)	122,000	Mary (6)	82,500
Ariel (2)	30,000	Mary A. (1)	75,000
Atlantic (3)	92,000	Mary & Julia (1)	65,000
Austin W. (2)	107,000	Mary Canas (1)	48,000
Avocat (1)	8,000	Mary Curtis (2)	183,000
Baby Rose (1)	90,000	Mary M. (2)	72,000
Balilla (2)	87,000	Mary R. Mullins (2)	120,000
Barbara C. (6)	51,500	Mary Rose (1)	150,000
Beatrice & Rose (2)	56,000	Mary W. (1)	50,000
Berthula (3)	135,000	Mayflower (18)	71,400
Bonaventure (2)	190,000	M. C. Ballard (2)	205,000
Calista D. Morrill (2)	24,500	Monhegan (1)	3,600
Capt. Drum (2)	67,000	Moonglo (1)	1,500
Carlo & Vince (4)	187,000	Moonlight (2)	120,000
Carmela Maria (2)	31,000	Nancy B. (2)	53,000
Caroline & Mary (3)	233,500	Nancy F. (2)	72,000
Casco (3)	42,000	Naomi Bruce (23)	87,500
Caspian (1)	14,000	Naomi Bruce II (23)	72,500
Catherine (15)	37,000	Naomi Bruce III (21)	69,500
Cayadetta (2)	11,500	Natalie III (4)	184,000
Cecil W. (1)	40,000	Natalie B. (1)	14,000
Chebeague (5)	64,000	Newcastle (2)	61,000
Columbia (3)	483,000	Njorth (2)	53,000
Columbo (1)	110,000	No More (18)	38,500
Corinthian (1)	15,000	North Sea (1)	20,000
Donald & Johnnie (2)	38,000	North Star (5)	174,000
Doris F. Amero (3)	202,000	Nyoda (2)	39,000
Edith L. Boudreau (1)	25,000	Old Glory (2)	78,300
Edna Fae (22)	80,500	Olivia Brown (2)	132,000
Elizabeth A. (1)	22,000	Olympia (2)	62,000
Eliza C. Riggs (11)	35,000	Olympia LaRosa (3)	79,000
Emily Brown (1)	140,000	Paolina (2)	127,000
Emily C. (4)	27,000	Phillip & Grace (2)	285,000
Emma Marie (3)	67,600	Pollyanna (2)	233,000
Enterprise (23)	67,800	Portugal (3)	202,000
Escort (2)	33,000	Poseidon (4)	55,000
Ethel (2)	16,500	Puritan (3)	137,500
Ethel S. Huff (6)	60,500	Rainbow (2)	125,000
Evalina M. Goulart (3)	183,000	Richard J. II (18)	66,600
Eva M. Martin (6)	64,000	Roma II (2)	20,500
Evelyn G. Sears (1)	34,000	Rose & Lucy (2)	25,000
Evzone (1)	70,000	Rosemarie (3)	85,000
Falcon (2)	56,000	Rosie & Gracie (1)	30,000
Famiglia (1)	4,000	Rosie C. (1)	9,000
Fannie F. Hickey (1)	10,000	Ruth & Margaret (2)	200,000
Frank F. Grinnell (5)	189,000	Sacred Heart (1)	15,000
Frankie & Rose (2)	31,000	St. Ann (2)	90,000
Gaetano S. (2)	270,000	St. Anthony (2)	82,000
Gertrude E. (5)	19,200	St. Joseph (2)	90,000
Gertrude DeCosta (2)	55,000	St. Peter (3)	139,000
Gloucester (3)	108,000	St. Providenza (8)	82,000
Golden Eagle (2)	230,500	St. Teresa (2)	54,000
Gov. Al Smith (2)	109,000	Salvatore (1)	55,000
Grace F. (2)	100,000	Santa Maria (2)	73,000
Helen M. (2)	110,000	Santo Padre (1)	17,000
Ida & Joseph II (5)	69,000	Sea Hawk (2)	105,500
Irma Pauline (3)	65,500	Sebastiana & Figli (4)	51,000
Irma Virginia (4)	44,000	Sebastiana C. (2)	135,000
Jackie B. (17)	92,100	Serafina N. (4)	174,000
Jackie B. (Maine) (1)	5,000	Serafina II (1)	25,000
Jackson & Arthur (6)	42,000	South Sea (1)	60,000
Jennie & Julia (8)	96,000	Superior (1)	54,000
Jennie & Lucia (2)	150,000	Susie O. Carver (3)	215,000
Joe D'Ambrosio (3)	39,000	Theresa M. Boudreau (2)	68,000
Joffre (2)	142,000	Three Sisters (2)	13,300
Joseph & Lucia (3)	275,000	Trimembral (4)	27,000
Josephine & Margaret (2)	75,000	Two Pals (3)	85,000
Josephine P. II (2)	105,000	Uncle Guy (2)	34,000
Killarney (1)	175,000	Vince (15)	75,500
Lady of Good Voyage (2)	213,000	Voyager (2)	215,000
		Wind (3)	

Amercoat Technical Bulletin

MANY practical suggestions for eliminating corrosion and contamination will be found in a new bulletin titled "Amercoat No. 23 Plastic Coating." It describes in detail the many proven uses, technical features and advantages of this general purpose, cold-applied plastic coating. Write Amercoat Division, American Pipe & Construction Co., P. O. Box 3428, Terminal Annex, Los Angeles 54, Calif.

Where-to-Buy Directory

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

ALARM SIGNALS

*Fleck Engineering & Sales Co., Inc., 1505 Eastern St., Baltimore, Md.

ANCHORS

*S. S. Danforth, 2121 Allston Way, Berkeley, Calif.

ANCHOR-GRAPNELS

*Chas. D. Briddell, Inc., Crisfield, Md.

BATTERIES, STORAGE

*"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BILGE PUMPS

*Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.

CLAM KNIVES, TONGS, RAKES

*Chas. D. Briddell, Inc., Crisfield, Md.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

*Submarine Signal Co., 160 State St., Boston, Mass.
*Mudworth Marine, 100 Gold St., New York 7, N. Y.

DIESEL AUXILIARY SETS

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
John Reiner & Company, 12-12 37th Ave., Long Island City, N. Y.

ELECTRICAL EQUIPMENT

*Diehl Manufacturing Co., 240 Congress St., Boston, Mass.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*The Buda Co., Harvey, Ill.
*Caterpillar Tractor Co., Peoria, Ill.
*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
*Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan
Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
*The Lathrop Engine Co., Mystic, Conn.
*Lister-Blackstone, Inc., 1706 So. 68th St., Milwaukee, Wis.
Mack Mfg. Corp., Empire State Building, New York 1, N. Y.
*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
*The National Supply Co., Superior Diesels, Springfield, Ohio.

*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

*Palmer Bros. Engings, Inc., Cos Cob, Conn.

Red Wing Motor Co., Red Wing, Minnesota.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421

Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

ENGINE DEALERS

Walter H. Moreton Corp., 1045 Commonwealth Ave., Boston, Mass.

*Rapp-Huckings Co., Inc., 138 Beverly St., Boston, Mass.

EXHAUST HOSE

Bendix Aviation Corp., Philadelphia, Pa.

EXHAUST SILENCERS

John T. Love Welding Co., Walen's Wharf, Wharf St., Gloucester, Mass.

*The Maxim Silencer Co., 74 Homestead Ave., Hartford, Conn.

FISHING GEAR

*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOATS

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

FOG HORNS

*Clark Cooper Co., 319 N. Market St., Palmyra, N. J.

L. D. Lothrop Sons, Gloucester, Mass.

GASKETS

Fitzgerald Mfg. Co., Torrington, Conn.

GASKET PACKING

Fitzgerald Mfg. Co., Torrington, Conn.

GLUE

*L. W. Ferdinand & Co., 599 Albany St., Boston, Mass.

HOOFS, FISH

Bill DeWitt Bait, Hook Mfrs., Auburn, N. Y.

*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

ICE PICKS

*Chas. D. Briddell, Inc., Crisfield, Md.

NAUTICAL INSTRUMENTS

*Kelvin-White Co., 90 State St., Boston, Mass.

Kenyon Instrument Co., Inc., Huntington, L. I., N. Y.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.
The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

A. M. Starr Net Co., East Hampton, Conn.

OIL FILTERS

Briggs Clarifier Co., 1339 Wisconsin Ave., Washington, D. C.

Hamilton Engineering Co., P. O. Box 1893, Boston, Mass.

OILS

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

OIL SEALS

Fitzgerald Mfg. Co., Torrington, Conn.

OYSTER KNIVES, TONGS

*Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

*"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.
Federal-Mogul Marine Div., 4033-91 Beaufait Ave., Detroit, Michigan.

*Hyde Windlass Co., Bath, Me.

*Michigan Wheel Corp., Grand Rapids, Mich.

PROTECTIVE COATINGS

*Amercoat Division, American Pipe & Construction Co., P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.

RADIO DIRECTION FINDERS

Bludworth Marine, 100 Gold St., New York 7, N. Y.

RADIO TELEPHONES

*The Hallicrafters, Inc., 2611 S. Indiana Ave., Chicago, Ill.

*Harvey-Wells Electronics, Inc., Southbridge, Mass.

Jefferson-Travis Radio Mfg. Corp., 245 East 23rd St., New York 10, N. Y.

RANGES

Preferred Utilities Mfg. Corp., 1860 Broadway, New York 23, N. Y.

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE AND REDUCTION GEARS
Snow-Nabstet Gear Corp., Welden St., Hamden, Conn.

Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

RUBBER BOOTS

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

RUBBER CLOTHING

U. S. Rubber Co., 1230 Sixth Ave., New York 20, N. Y.

SEAFOOD TOOLS

*Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

Bethlehem Steel Co., Shipbuilding Division, Bethlehem, Pa.

*Camden Shipbuilding & Marine Railway Co., Camden, Me.

*Casey Boat Building Co., Inc., Fairhaven, Mass.

*Delaware Bay Shipbuilding Co., Inc., Leesburg, N. J.

*Essex Boat Works, Inc., Essex, Conn.

Higgins Industries, Inc., 1755 St. Charles Ave., New Orleans, La.

Wm. Edgar John & Associates, Inc., Milton Point, Rye, N. Y.

*Geo. Lawley & Son Corp., Neponset, Mass.

*John H. Mathis Co., Camden, N. J.

*Newbert & Wallace, Thomaston, Me.

*Northeast Shipbldg. Co., 100 River Street, Quincy, Mass.

*Palmer Scott & Co., Inc., Ft. of Logan St., New Bedford, Mass.

*Willis J. Reid & Son, Winthrop 52, Mass.

*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

*Wheeler Shipyard, Inc., Ft. of Cropsey Ave., Brooklyn 14, N. Y.

STEERING GEAR

*The Edson Corp., 49-51 D St., South Boston, Mass.

*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

STERN BEARINGS

*Hathaway Machinery Co., New Bedford, Mass.

TRAWLING EQUIPMENT

Bromfield Mfg. Co., Inc., 211 Northern Ave., Boston 10, Mass.

*Hathaway Machinery Co., New Bedford, Mass.
New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

WIRE ROPE

*Bethlehem Steel Co., Bethlehem, Pa.

**When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

Marine Bargains

Diesel marine engines 100 hp. Superior, Model MRA-6, new 1940 rebuilt. 180 hp. Fairbanks-Morse, Model 35 F, $8\frac{3}{4}$ x 10, new 1944, with prop. outfit. 60 hp. Fairbanks-Morse, six cyl. Model 36 A, $4\frac{1}{4}$ x 6, 3 to 1 red. gear, new 1939—rebuilt. One pair R & L Fairbanks-Morse 240 hp. ea. Model 35, 14 x 17, with propeller outfits. 80 hp. Fairbanks-Morse, 4 cyl., Model 36 A, $5\frac{1}{2}$ x $7\frac{1}{2}$, 2 to 1 reduction gear, rebuilt. 150 hp. Standard 6 cyl. $8\frac{1}{2}$ x 12, rebuilt. Red Wing gas engine 6 cyl. BB Special, 95 hp., rebuilt. 35 hp. Kermath, rebuilt new block, head, manifold, pistons, etc. 95 hp. V-8 Ford, marine conversion, with reverse and red. gear, like new, and many others. Prices reasonable—write for particulars. Knox Marine Exchange, Camden, Maine.

Dragger For Sale

70' dragger. Two fish holes, total capacity 85,000 lbs. Fully equipped with telephone and fathometer. 150 hp. Fairbanks-Morse motor, bridge controlled. Built in 1943. Inquire Stonington Deer Isle Yacht Basin, Stonington, Maine 10.

Engines For Sale

Leland Diesel engines (Br.) 100 hp. Condition like new. Bosch injection, starters and generators. Bore $4\frac{1}{4}$ " x $5\frac{1}{2}$ ", 6 cyl. Weight 2000 lbs. \$1000.00 each. C. Forsberg, 1 Woodcleft Ave., Freeport, L. I., New York.

Kahlenberg Repairs

Large amount of repair parts for Kahlenberg marine engines 50-60 hp., 75-90 hp. and 100-120 hp. sizes. All parts guaranteed, new crank shafts on hand, for 100-120 hp. Can save purchaser money. New marine engines with important improvements, 15 to 400 hp., good delivery, larger if needed. Rebuilt guaranteed from 10 to 2500 hp. General Diesel Engine Co., Engineers—Contractors, Wolf Avenue, Chambersburg, Pennsylvania.

Dragger For Sale

62' overall, $15\frac{1}{2}$ ' beam, new Caterpillar 115 hp. Diesel, Hathaway winch. Everything in first class condition, hull built in 1929, completely rebuilt and equipped for dragging, new deck and pilot house, in 1944. Address Box "C", Atlantic Fisherman, Goffstown, N. H.

Winch For Sale

Winch for sale cheap. Practically new. For 200 hp. motor, and takes 300 fathoms of $\frac{3}{4}$ " wire. Northeastern Fishing Co., 20 T. Wharf, Boston, Mass., or call CAPitol 7464.

Dragger For Sale

"Wanderer", 47' x 12' x 6', built 1932, 60 C. O., full equipment, asking \$10,000. Jerome K. Furman, 345 Bay Ave., Patchogue, New York.

CONSIGNMENTS SOLICITED FOR Fish, Hard and Soft Crabs, Crab Meat Frogs Legs, Shrimp and Snappers

WM. M. McCLAIN

Wholesale Dealer and Commission Merchant

231 S. Front St. — PHILADELPHIA, PA. — 230 S. Water St.

Index to Advertisers

Amercoat Div., American Pipe & Construction Co.	21
Atlas Imperial Diesel Engine Co.	22
Bellamy Engineering Co.	23
Bethlehem Steel Co. (Wire Rope)	24
Chas. D. Briddell, Inc.	25
The Buda Co.	26
Camden Shipbuilding & Marine Railway Co.	27
Casey Boat Building Co., Inc.	28
Caterpillar Tractor Co.	29
Chrysler Corporation	30
Clark Cooper Co.	31
Columbian Rope Co.	32
Cooper-Bessemer Corp.	33
Cummins Engine Co.	34
R. S. Danforth	35
Delaware Bay Shipbuilding Co., Inc.	36
Detroit Diesel Engine Div., General Motors Corp.	37
R. J. Ederer Co.	38
The Edison Corp.	39
Enterprise Mfg. Co.	40
Essex Boat Works, Inc.	41
L. W. Ferdinand & Co.	42
Fleck Engineering Co.	43
General Motors Corp., Detroit Diesel Engine Div.	44
The Hallcrafters, Inc.	45
Harvey-Wells Electronics, Inc.	46
Hathaway Machinery Co.	47
Hyde Windlass Co.	48
Kelvin-White Co.	49
The Lathrop Engine Co.	50
Geo. Lawley & Son Corp.	51
The Linen Thread Co., Inc.	52
Lister-Blackstone, Inc.	53
Maine Development Commission	54
Marine Products Co.	55
John H. Mathis Co.	56
The Maxim Silencer Co.	57
Michigan Wheel Co.	58
Murphy Diesel Co.	59
The National Supply Co.	60
Newberg & Wallace	61
New Bedford Cordage Co.	62
Northeast Shipbuilding Co.	63
Osco Motors Corp.	64
Palmer Bros. Engines, Inc.	65
Rapp-Huckins Co., Inc.	66
Willis J. Reid & Son	67
Frank L. Sample, Jr., Inc.	68
Palmer Scott & Co., Inc.	69
Sperry Gyroscope Co.	70
Submarine Signal Co.	71
Superior Diesels	72
Westerbeke Fishing Gear Co., Inc.	73
Wheeler Shipyard, Inc.	74
Wolverine Motor Works, Inc.	75



Ferdico
SEAM SEAL
SEAM FILLER

FOR HULL AND DECK SEAMS

Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

International Fish Co., 111 Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

YOU CAN'T NET FISH WITH A FOUR-LEAF CLOVER...



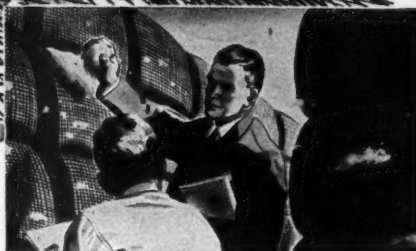
It takes more than just luck to catch fish. It takes skill, experience and GOOD NETS.

That's why successful fishermen swear by Gold Medal netting. They know that its accurate mesh and rugged strength mean extra fish-catching ability.

This isn't strange when you consider that we, alone among netting manufacturers, make nets from twine produced right in our own mill. Thus we can take extra care to make Gold Medal netting strong, durable, accurate . . . completely dependable.

For the best in netting specify GOLD MEDAL . . . the choice of fishermen for over 100 years.

WHEN YOU FIND THE FISH, GOLD MEDAL NETS THEM FOR YOU



COTTON SELECTION

Cotton selection is an important first step in making netting. By starting with the best cotton obtainable, it is possible to build strength and durability into every pound of Gold Medal netting.

Gold Medal netting pays dividends because it catches and holds fish no matter how tough the conditions. And remember—it's the fish you take back to port, not those that might have been caught, that line your pockets with cash.



GOLD MEDAL

The greatest name in netting

The AMERICAN NET and TWINE Division OF THE LINEN THREAD CO., INC.

60 EAST 42nd STREET

NEW YORK 17, N. Y.

Baltimore 3, Md. Boston 10, Mass. Chicago 10, Ill. San Francisco 5, Cal. Philadelphia 6, Pa. Gloucester, Mass.

LOW COST POWER—TO WIN THE WAR NOW—AND THEN THE PEACE



Billion Dollar Business Powered by Diesels

THE war at sea has made marine salvage a billion dollar industry. With many times more ships sunk than went down in the whole of World War I, the program of raising allied and enemy vessels is growing fast, promises to continue for many years after Victory.

To provide the power for this program Cooper-Bessemer Diesels are going into the Navy's new salvage fleet of tough, broad-beamed, sea-going tugs, some of steel, some wood-hulled, called ARS and BARS.

Only lightly armed, half fire-boat, half machine shop, these boats go wherever ships are sunk or crippled. They put out fires, patch holes, cut up hulls for scrap, raise vessels for recommissioning. They recently brought up ten million dollars in gold from a ship that hit a mine off the New Zealand coast.

Four Cooper-Bessemer Diesels on each boat drive generators for propulsion. Two of the Diesel-generators also run air compressors, pumps, hoists and other equipment. Compact, easy to operate and control, requiring almost no maintenance, these Cooper-Bessemers are ideal for this type of service. And as this and its other war work is done, Cooper-Bessemer is ready to serve peacetime America, too, wherever low-cost, dependable power is needed.



BUILDERS OF DEPENDABLE ENGINES FOR 111 YEARS

ACE

at
il-
ts
te
e,
of
e,
ne
le

T

ARS